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MAGAZINE

ANUARY 1974

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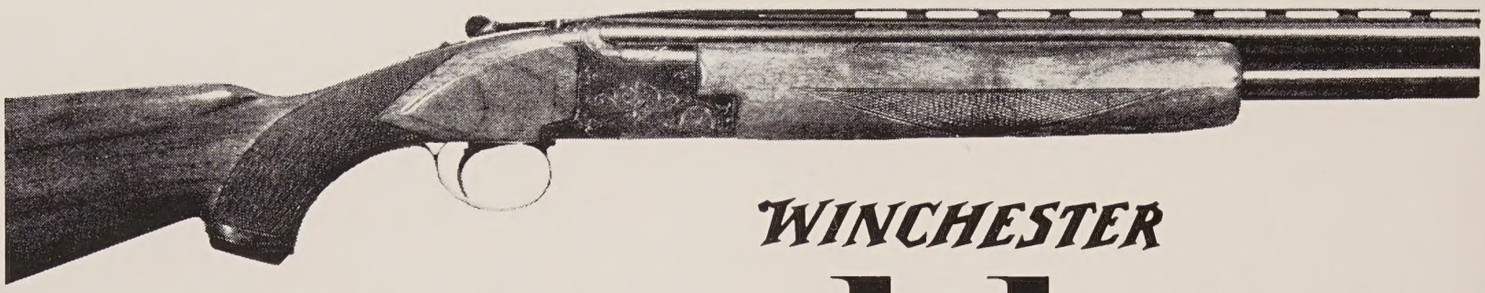

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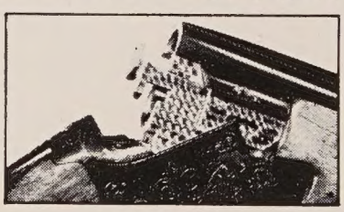

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# RAILROAD MAGAZINE

*Adventurous Railroading and Rail Hobbies—Founded 1906*

VOL. 95, No. 3, JANUARY 1974

75 CENTS



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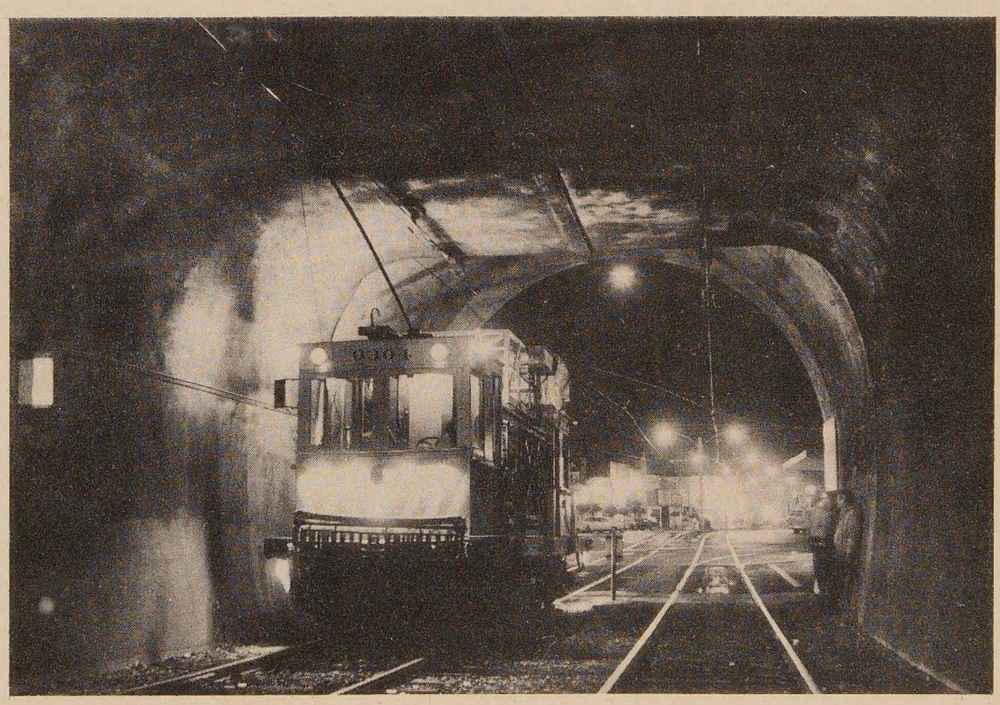
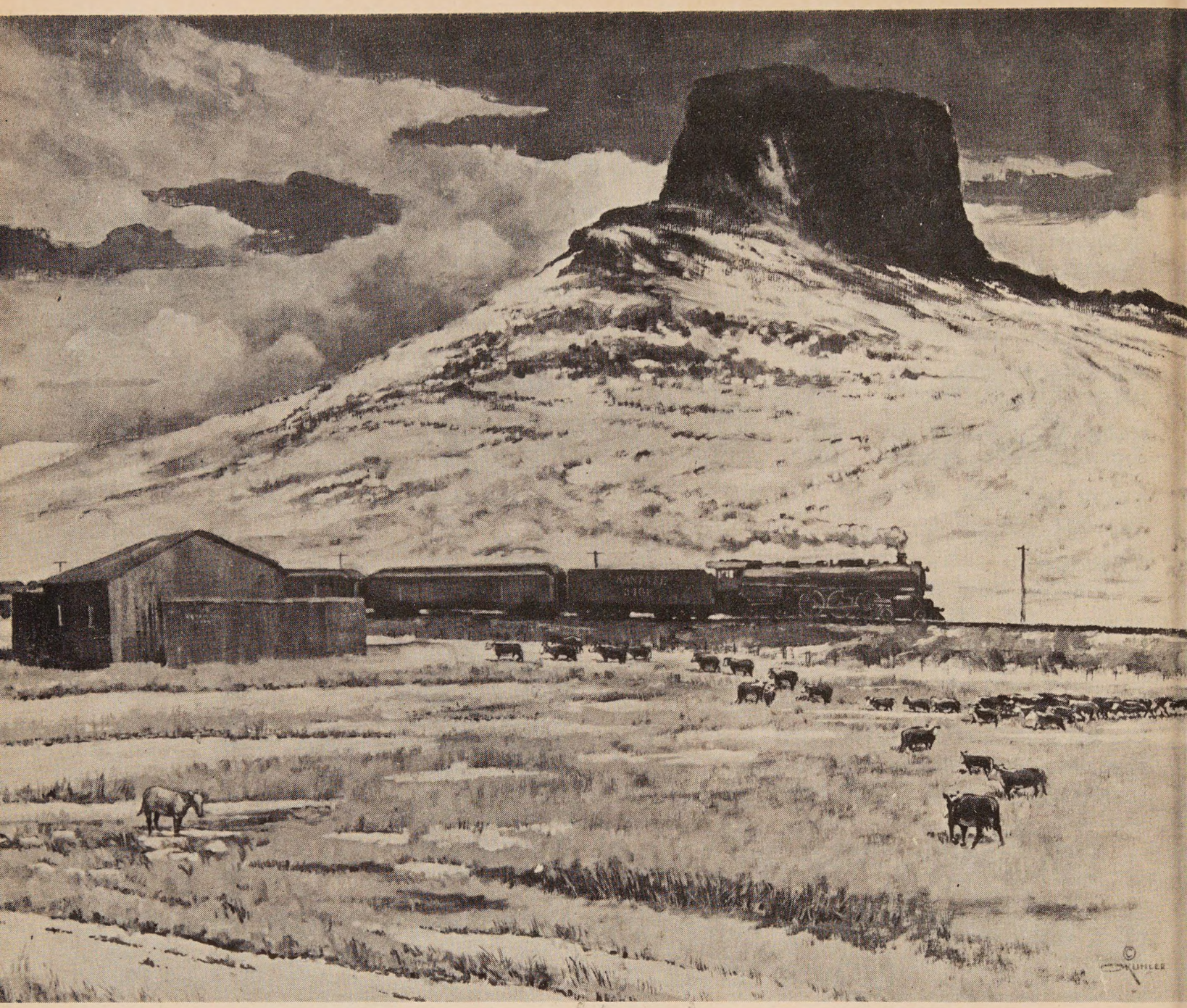


**Line car 0304 is shown just inside Twin Peaks Tunnel in San Francisco, waiting for scheduled cars to clear tunnel so crew can work on overhead. Canvas is to keep deck dry while running on rails in rain. No. 0304 was built as passenger car in 1900 by Hammond Car Co. of San Francisco for the San Francisco & San Mateo Ry. The 73 year old car is still hard at work early on morning of Nov. 6, '73.**

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205



**"More snow coming." Location about halfway between Albuquerque and Raton at Wagonmound, N.M. Loco is Santa Fe No. 3641 highballing plush train *El Captain*. (From an exhibition of Otto Kuhler paintings at *National Cowboy Hall of Fame*.)**

# THE MAIL CAR

## where editors and readers meet

OUR COVER, dramatically painted by Howard Fogg of 7024 Indian Peaks Trail, Boulder, Colo. 80301 was borrowed from the frontispiece of Mallory Hope Ferrell's big new book, *Silver San Juan: The Rio Grande Southern Railroad,* which is reviewed in *Interesting Railfan No. 133* on page 38. Mal describes that picture as:

**Snow Train for Ophir. It is winter, the bitter winter of 1913. The men and machines of the Rio Grande Southern have been fighting blizzards, drifting snow, and the biting cold for days now. The line over Lizard Head has finally been cleared with the combined efforts of brave men, small engines, and the rotary. In the setting sun, the snow-train heads home, rounding the curve below Ophir trestle and clearing a cut that has drifted full during their long day on the mountain.** ●

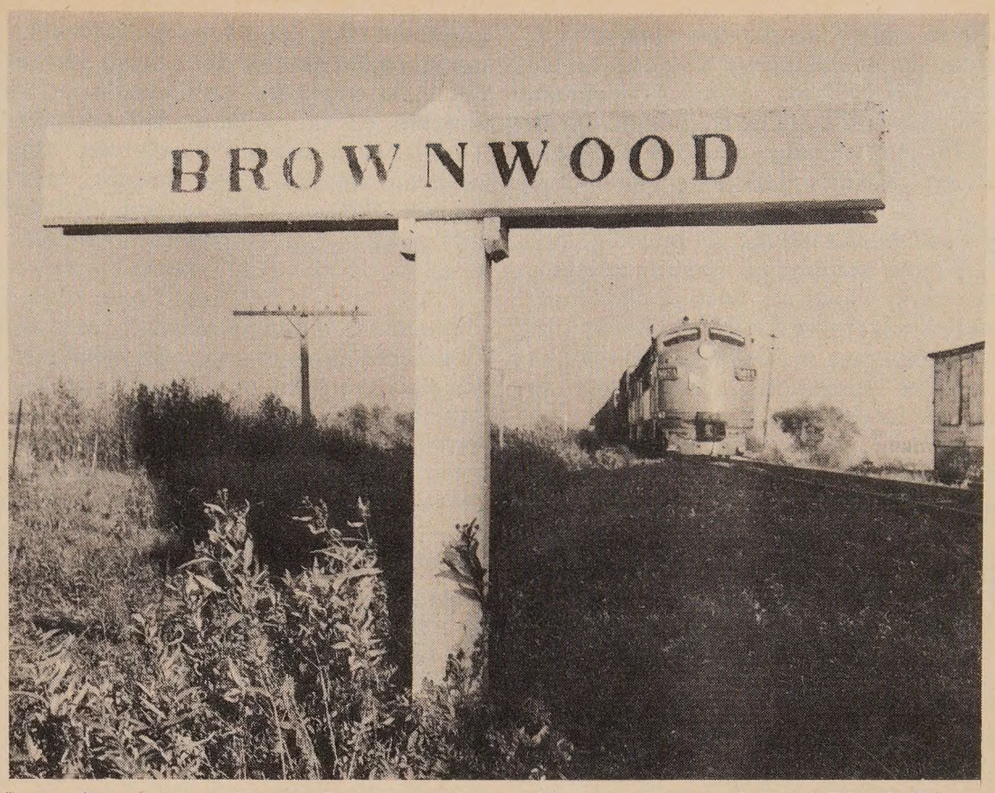
PERSONALITIES. Diesel columnist Jim Edmonston and his wife are still getting congratulations on the birth of Kristyn Anne on October 28th. They now have three girls and two boys.

George Freeman, a Hampden-Sydney College student at Farmville, Va., who accepted a dare from his friends to run recklessly across a Norfolk & Western track and back in front of an oncoming train, was hit and killed by the train on his return dash. Engineer S. P. Reese said he thought he saw someone on the track but wasn't sure until he got radio contact a few minutes later, reports Bob Bruhin of Ada, Okla.

Mrs. Anne Morse, age 31, secretary of the 400-member Marlow Passenger Assn. in England, is a dynamic figure in the campaign to keep the two-coach train *Marlow Donkey* operating over its 2½-mile single track between Marlow, Bucks, and Bourne End.

Frank P. Donovan (1905-'70) author of many railroad books and articles, began his writing career by contributing to *Railroad Magazine* and he became one of our *Interesting Railfans*. He accumulated some 3,000 railroad books, files of rail publications, mss., correspondence, etc. Recently his widow, Janice, sold this lot to the James J. Hill Reference Library at St. Paul, Minn., which will hold it intact and make it available to the public.

Among Frank's scripts is an unfinished book-size expansion and updating of an article and tabulation on *The Railroad in Literature*, which he wrote for the R&LHS long ago. With a view to publishing this book, Oklahoma University Press asked Freeman Hubbard to complete the script, involving much work, on a non-payment basis. Although Hubbard and Donovan were life-long friends, both born in Philadelphia, the *Railroad* editor could not find time in his busy schedule to take on the additional job. This may mean the book will never be published, but we are not sure.




**Late afternoon sunshine reflects from the newly painted nose of diesel F3A 807A as it leads Gulf, Mobile & Ohio's train 233, the Bloomington-Peoria turn, in Illinois, over a circular route to East Peoria. Train traveled west but geographically south. It was discontinued, like several others, after the Illinois Central Gulf merger.**
Wayne Bridges, RR 1, Box 282A, Delavan, Ill. 61734

Anselme Gaudet, a retired railway tinsmith of 25 Byng Court, Moncton, N.S., Canada, recently celebrated his 100th anniversary. He began working for the old Intercolonial Railway at Moncton in 1916 at 39 cents an hour and has been a pensioner for 35 years.

Sue Page is a car-retarder operator on the Milwaukee Road at the railroad's Bensenville, Ill., yards and fills in sometimes as a switchman. Sue has worked for the road since 1971, but was a clerk in the Bensenville Yard office until last May. She transferred to the retarder operator job "because it pays better and because the work seemed more interesting," she says. Now that she has made the adjustment to working out in the yard and likes it better than clerical work, what is her next goal? She replied, "I want to be a yardmaster." ●

**Erie took good care of their vans as seen in '68 in yard at Secaucus, N.J.**
Lawrence S. Williams, Inc.

GEORGE E. HORN is about to begin another stage of his varied career. Formerly a New York City Transit Authority supervisor, a cable-car conductor, etc., as well as one of our *Interesting Railfans*, he now runs "Muni" PCC trolleys in San Francisco but early in 1974 he may either quit his job or take a six-month leave of absence to go on a six-month tour of much of the United States in his International Travelall and 31-foot trailer.

On this jaunt he aims to do much research and filming to complete some of his unfinished motion pictures. He also will visit many museums and historical societies and report on them for the *Directory* put out at Nashville, Tenn., by the American Assn. for Local History. En route, he would like to make speaking appearances, augmented by a 60-minute movie presentation of the cable car, elevated railroads, and subway lines on which he has worked in his 26-year transit career, to the various railroad clubs and museums in areas he will pass through. These films are in sound and color. They will show operations and maintenance procedures to fans unfamiliar with them.

Any group interested in booking George Horn's program should contact him before March 1st. His only requirement is that the host group pro-

vide a movie screen and guarantee a minimum attendance of 25 persons. His address is 1075 Space Park Way, Space 235, Mountain View, Calif. 94040. ●

(*Ed. note:* George sent this info prior to the gasoline restrictions.)

UNION PACIFIC is building two test sections of electric catenary structures along its lines in Wyoming and Utah to test the feasibility of changing over a major portion of its mainline operations from diesel to electric locomotives.

Electric catenary is the overhead cable and structure supplying power to electric locomotives.

One test section is near Farmington, Utah, 15 miles north of Salt Lake City. UP officials say it is being patterned on a design developed by European railroads which are highly electrified. The other UP section is in Wyoming, about 20 miles west of Cheyenne. Although neither of the test sections will be electrified for train operation, the Farmington site will be energized for inductive interference tests. These tests will explore possible interference from the high-voltage lines with the railroad's other signal and communication lines.

At the same time, the UP is investing an additional $37 million in new rail and track maintenance work. The program calls for replacing 295 miles of mainline steel. Quarter-mile strings of continuous welded-rail are being installed on 290 miles, with the remaining five miles getting conventionally bolted 39- and 78-foot rail sections. Also, new 133-pound rail will be laid in 45 miles of curves throughout the system. Says John C. Kenefick, president: "UP is upgrading rail and right-of-way because it takes a 'super railroad' to move today's increased volume of freight and be prepared for the anticipated growth in rail traffic."

UP also has added $7 million to its recently announced locomotive and freight car orders for 1974, bringing the total fleet purchase to more than $107 million. The new money will buy 250 more covered hopper cars, mostly for handling grain, and 100 more regular open top hoppers. ●

NEWSCAST. The moving a dozen railroad cars, including Pullman sleepers, into Mt. McKinley National Park in Alaska temporarily to help ease a visitors' lodging shortage has proven so profitable that concessionaire George Fleharty says, "We have decided to see if it will work out premanently." The cars were combined with prefabricated housing units for 1973 visitors after the main hotel was burned in 1972.

Somebody must dislike cabooses. The waycar at Pee Wee Valley, Ky., a gift from the Louisville & Nashville, has stood for two years in front of the city hall, near the L&N tracks, as a museum of railroadiana, but recently it suffered increasing vandalism. "It's kind of unusual," says Mayor John Stewart, "because the caboose is the only place in town that gets vandalized at all."

About 73 miles of railroad between Flora and Shawneetown in Southern Illinois have been purchased from the Baltimore & Ohio Railroad by Trans-Action Associates, Inc., for operation under the name Prairie Trunk Railway. Terms of the sale were not disclosed. It is subject to the approval of the Interstate Commerce Commission.

The Federal Railroad Administration has granted the Penn Central a partial reprieve from federal track safety standards which the railroad claimed would have put it out of business. The Federal agency agreed to exempt track used only for freight operations from the new standards but said Penn Central must upgrade all substandard track on its passenger and mainline routes within 30 days.

Ohio's last commuter train, the Erie Lackawanna's Cleveland-Youngstown run, will be pulled off February 10th, a victim of rising costs. U.S. District Judge R. B. Krupansky of Cleveland set the date in ruling in favor of EL's application to cancel the run, which the railroad said is losing $600 a day, reports L. P. Cummings.

The Ann Arbor, petitioning the ICC, seeks the protection of the Bankruptcy Act, claiming its losses are running far ahead of its revenue.

John P. Fishwick, chief executive officer of the profitable Norfolk & Western, says his system would "oppose" any move of a western or southern railroad to extend its lines into the Northeast by acquiring parts of the Penn Central, the Erie Lackawanna, or any other bankrupt line.

"There are too many railroads for too little traffic," he states, "in the territory now served by N&W and Chesapeake & Ohio as well as by the Penn Central and other bankrupt lines."

Who wants to buy old combine No. 512 of the Moscow, Camden & Amboy, now for sale? The road folded up last July 10th. Its steam engines have already been sold.—M. L. Sutherland, 5742 Creekbend Dr., Houston, Texas 77035. ●

NOT ONLY is the girl pictured in November *Railroad,* page 15, violating a safety rule by having a foot on the rail, as your caption states, but both she and the photographer broke an even more important rule by standing on one track while watching a train on another track. Rule M says in part: ". . . (you) must expect the movement of trains, engines, or cars at any time, on any track, in either direction." Standing on or close to any track, particularly a mainline as it appears to be in the photo, while concentrating on something happening elsewhere is inviting disaster. It is too easy to miss seeing or hearing another movement approaching until it is too late to get out of the way.—Donald S. Robinson, Boston & Maine train dispatcher, 154 Ipswich St., North Billerica, Mass. 01862.

Due to a caption mixup, photo of B&O station at Point of Rocks, Md., in our November issue was labeled "the Southern's depot at Strasburg, Va." Several readers living in that area pointed out the error. One of them, Harry C. Dahlin, B&O/C&O agent at Strasburg, recognized the station instantly; he often worked there. He writes to Barbara Kreimer: "Congratulations on visiting the Southern Railroad Museum and caboose at Strasburg, where I have a trainsheet on display; you must have seen it. Incidentally, I am a member of the B&O/C&O Amateur Radio Club."

Most *Railroad* covers are outstanding. Being an artist who "lives on" good photography, I file some of them for ideas, color, composition and details.—Howard Fogg, 7024 Indian Peaks Trail, Boulder, Colo. 80301.

Your Nov. issue, page 32, shows a B&O smashup near Coburg, Indiana. It occurred Jan. 12, 1886, not in February as your caption states. Three engines and 20 cars were wrecked; three trainmen immediately "went to Glory," another was fatally injured. The wreckage caught fire and was burned up.—John B. Allen, 728 S. Locust St., Centralia, Ill. 62801.

Who has a certain photo that was published in a Rochester, N.Y. newspaper in the 1930s? Taken in Spencerport, it shows a boat on the barge canal, a Rochester, Lockport & Buffalo trolley, a steam train on the New York Central's Falls branch, and an automobile on the highway—four modes of transportation in one picture! I want to use it in a NYC book to be published by the Rochester Chapter of NRHS.—Charles M. Knoll, 120 Coolidge Ave., Spencerport, N.Y. 14559.

Regarding his feature on "Steam in Mexico and Central America" in our October issue, B. Thomas Walsh, writ-

ing from overseas, says the captions at top of page 43 should have been interchanged, the caption at top of page 42 should have designated the Salvador Railway engine as ex-IRCA, and the engine shown in upper right corner of page 42 ceased operation after the 1972 season. Tom also points out that the first roster on page 35 should read "FC Chihuahua Pacific," not "Coahuila & Zacatas." And near the top of page 36, the Nacozari Railway should have been listed separately, not as part of any other railway.

"I expect to be in Thailand over Thanksgiving Day," he writes. "I have their roster of 226 steam locomotives. A visit to the Philippines is scheduled for December and I hope to be on Taiwan in January. The Dalat line in Vietnam, which has a 42-kilometer track section, was due to be reopened in October, but Viet Cong activity makes the line insecure. It will use steam only in cases of emergency, because when a mine hits a steam engine the boiler may explode, making it more hazardous than a diesel."

Our November issue mentioned a British Rail Deltic diesel loco which has traveled over two million miles. We thought it set a record. Harry Ladd (address unknown to us) cites the following item from *Extra 2200 South* (May '69): "In 1965 AA&SF E3B No. 11A had run 5½ million miles and kept on running until 1968." GM-EMC built this unit in 1939 with two engines, total 2000 hp. Total mileage not stated. ●

A CONDUCTOR who shoved a would-be robber from one of the coaches foiled an attempt to hold up a Reading commuter train in Mount Airy, Pa. The attempt occurred at the Sedgwick station, Mount Pleasant and Devon sts., at 7:30 p.m. when the two-car train pulled in from Chestnut Hill.

While passengers were getting off, a youth about 18 boarded the second car, one hand in his pocket, told conductor Paul Huntsman he had a gun and announced a holdup. With a quick shove, Huntsman got rid of the youth, and warned eight passengers in the car to lie on the floor.

They obeyed, and Huntsman shouted to another trainman, Hintz Flannery, to move the train out of the station—quickly. As it pulled away, Huntsman saw two other suspicious characters standing on the platform. Police say the deed may have been inspired by "McCloud," a Sunday night television program featuring a big-city gang that robbed trains. ●

A BRONZE nude model of Michelangelo's David stands modestly with his back to the downtown traffic in Sioux Falls, S.D., and looks into railroad yards. The bronze casting of the art treasure has finally been unveiled here after two years of controversy. Some prudish critics suggest that a certain part of the body be covered with a sunflower leaf.

David was donated by Thomas L. Fawick, Cleveland Industrialist, philanthropist, and South Dakota native son, with the condition that the 19-foot, $350,000 casing be displayed publicly. Fawick negotiated with the Italian government for two years before he got permission to use the original Michelangelo statue in Florence as a mold. The 3½-ton statue overlooking the railroad tracks is believed the only exact bronze reproduction of Michelangelo's David. So far, no railroad men are known to have objected to it. ●

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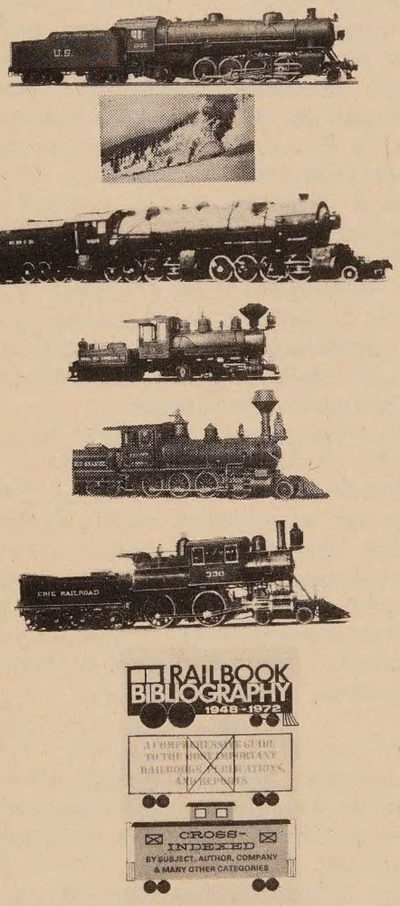

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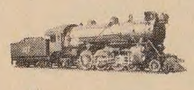

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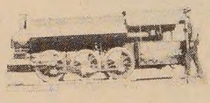

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the form of heavy coal traffic to replace diminishing supplies. Burlington Northern, for example, has a big contract to carry low-sulphur coal to Texas, heart of the oil industry. Power stations are converting to coal, owing to doubts about future supplies of oil and natural gas. They are choosing low-sulphur coal, of which there are huge reserves, because of anti-pollution laws which militate against the more efficient high-sulphur coal.

Louisville & Nashville plans to build at Louisville, Ky., one of the nation's largest and most modern automated freight-car classification yards, costing about $24.5 million. It will adjoin the mainline just south of the present Strawberry Yard and be about four miles long, covering 230 acres. Plans call for a computer-controlled, 48-track hump area capable of handling 3,000 freight cars a day, with receiving and departure trackage, loco servicing, car shop, and other facilities such as radar and closed-circuit television.

Adoption of a plan to speed the return of empty boxcars to home railroads in cases where the carriers included do not connect is announced by the Association of American Railroads' Car Service Division. It was after a 13-month study of routings and the equitable allocation of individual railroad responsibilities in the "ferrying" of empties from one road to another by the most direct route possible. A computerized car movement analysis system will monitor the system and determine its effectiveness.

The world's longest freight car is reported to be ASEA's new 240-foot type for extra-heavy loads. This car, which has 84 wheels, recently took a transformer on a 200-mile trip through Sweden from Ludvika to the Oskarshamm nuclear power station. A crew man was stationed in each of the car's end cabs.

At various times and places, horses, mules, oxen, moose, and elephants have been used in railway switching operations. C. Maskery of Scientific Services in Derby, England, told *British Rail News* of a horse that regularly had to walk more than two miles along a Scotch highway from Invergorden to Alness and back again in order to shunt cars for Dalmore Distillery. One day while he was staying with friends on the distillery grounds, a British Rail agent phoned to say they could not do the shunting that day because the horse was ill.

Construction has begun on a $1.5 million expansion of the Santa Fe's TOFC facilities at Houston, Texas. Two new tracks capable of holding 10 flatcars each are being added, doubling to 40 the number of rail cars that can be in unloading position at one time. This expansion also adds 444 trailer parking spots to the 100 already available. The original facility had two tracks adjacent to each other, to permit unloading by the overhead crane from one side only. The two new tracks are far enough apart to permit loading or unloading from either side.

It's no mistake when a Burlington Northern livestock car—with slatted sides—is left at a grain elevator for loading of wheat, corn, barley, oats or soybeans. About 425 livestock cars were cleaned at West Fargo, N.D., and assigned to elevators in the Minneapolis-St. Paul and Omaha regions for grain hauling.

Because of the shortage of boxcars for grain hauling, livestock cars have been prepared for grain shipping. The elevators, at their own expense, are committed to install and later remove the plywood lining needed to hold the grain. ●

THE DANGER of suffocation to which Austrian railway passengers of the 1830s would supposedly be subjected in tunnels longer than 60 yards (Nov. *Mail Car*) recalls when I was firing on the Canadian Pacific mainline and nearly got suffocated in Connaught tunnel. Running through Mt. McDonald about midway between Revelstoke and Field, B.C., this tunnel is as straight as an arrow and has been doubletracked since the 1920s. The first trip I made through it was on an eastbound freight. I asked the hogger about the white light ahead. "That's the east portal," he replied.

Eastbound, the grade was downhill and we'd often pass a westbound train. All motive power using that tunnel was oil fired. Sometimes westbound engines would emit ugly black smoke as they worked steam on the upgrade. As there was usually a pusher on the tail end, also smoking black, the tunnel air would be thick with poisonous fumes. Although both portals had powerful fans to suck the smoke out, back in steam-power days, it took a while for that operation to become effective.

We'd cover our noses and mouths with handkerchiefs or pieces of waste and close all cab windows. This didn't help much, for the fumes were mighty potent. Sometimes I found breathing very difficult and wondered whether or not I'd be still living when we came to the end of the tunnel. At least one engine crew lost consciousness and didn't revive until they got to the clean open air again. Since those days, Connaught tunnel has been changed to single-track operation, with diesel

power, thus eliminating the smoke problem but not the diesel fumes.—Bert Lanning, 717 Pandora Ave., Victova, B.C. Canada. ●

RUNAWAY DIESEL. What may have been the longest such run in history began at night on October 20th when an unattended locomotive, deliberately set in motion at Rutland, Vt., was not stopped until it reached the Central Vermont mainline around Milton early next morning. Meanwhile, it had traveled an estimated 80 miles. The 120-ton diesel was halted before 4 a.m. by two Essex Junction police officers. Many people are amazed that the locomotive could travel so far before being detected.

Someone must have gone to considerable trouble to break into the engine and turn on the power. It had been parked next to a roundhouse and was entered some time between 7 and 8 p.m. The intruder must have used a screw driver or some other tool to move the lever from neutral to reverse. Two brakes also were released and several switches were thrown before it could enter the mainline and leave Rutland. This news comes from Stephen M. Mumley of White River Jct., Vt., and Elwin K. Heath, Barre, Vt. ●

SADISTS. A Federal judge, Bernard Decker of Chicago, said that were it "in my power to do so," he would let hoboes who had been beaten and tortured by two former railroad guards reverse the process. He made this comment in sentencing former guards Otto W. Hoffman and Richard J. Curotto to two years in prison for violating the civil rights of seven hoboes whom they had caught in the Penn Central's Chicago yards in 1971 and 1972.

Witnesses at the trial said the two guards had doused one vagrant with water and forced him out of a shack in near-zero weather, forced another to swallow sleeping pills and then watched him pass out and lined up a group of hoboes, beat them with a club, and then forced them to beat each other with the club. ●

ZULU news item (Nov. issue) reminds me that in my days on the Santa Fe, going back to 1918, I never saw any type of car used for such movements except ordinary boxcars with doors partially opened and barricaded. My mother's parents were farmers. In 1884, when she was a little girl, the family moved from an Indiana farm to one in Kansas. In her memoirs she wrote about her father and older brother riding in the boxcar with their furniture, farm implements, and some livestock, while the rest of the family took a passenger train. The tariff listed such hauls as "emigrant movables." Railroad men called the cars "Zulus" for the reason you stated.

In the 1920s, when I was working as a rate clerk for the Santa Fe in uptown Denver, a steady stream of people went to California, often referred to as "The Promised Land." City dwellers thought they could improve their lot by migrating, especially to Los Angeles. Our tariff rate on household goods covered used furniture and other housekeeping necessities. We offered a lower rate on "emigrant movables" to encourage farm treks, and we separated the two categories by specifying that the latter must include items such as a plow. A shrewd moving company in Denver bought an old plow, which they shipped by rail with customers' household goods—bringing it back to Denver again and again—to take advantage of the lower rate. That same plow took many a ride back and forth between the two cities.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206. ●

PROVISIONS of a labor protection plan considered in legislation for restructuring of the Northeast railroads are "blatantly discriminatory," according to William H. Moore, president of Penn Central.

"To limit the level of protection for managerial or executive employees at $20,000 per year, to exclude officials entirely," he said, "and at the same time extend certain protection for union workers to $30,000 per year is unfair and unrealistic. The singling out of key management people in this manner would not only result in the loss of competent, knowledgeable people who are necessary for any successful restructuring of the Northeast railroads, but would set a precedent adversely affecting the entire railroad industry. The period between the time the legislation is enacted and the new corporation is formed is when the skilled management people will be needed most to set up a stable and viable railroad system." ●

CANADIAN NEWS. Ed Pugsley, retired British Columbia Electric conductor and contributor to *Railroad Magazine*, living at 1275 Brantwood Rd., North Vancouver, B.C., reports that his latest book, *The Great Kicking Horse Blunder*, has been sold out with the aid of a review in our October issue.

Canadian Pacific has reduced its Bay of Fundy ferry service between Saint John, N.B., and Digby, N.S., by eliminating one of the two daily round trips of the *Princess of Acadia* to cut the heavy losses which the ferry had been incurring since she went into operation in 1971. These losses, accord-


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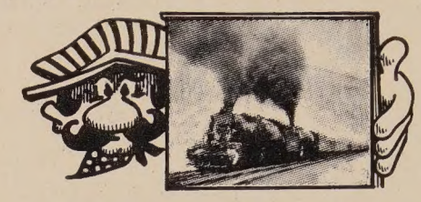

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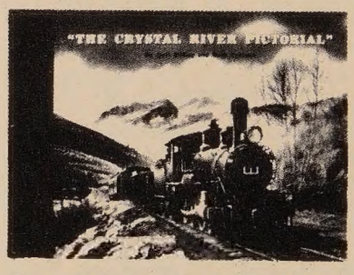


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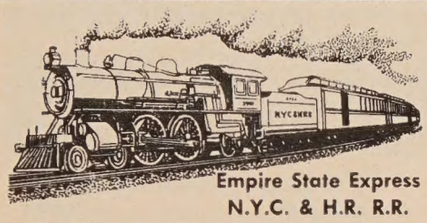


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ing to G. E. Benoi, CP Rail's Atlantic region vice president, exceed $1 million a year. Federal Government funds are being sought to improve the service.

Ron Basford, Canada's Urban Affairs Minister, is endeavoring to bring about legislation dealing with federal help to remove railways from urban centers. He said the legislation will be based on proposals he announced some time ago and will involve making funds available for relocating railways outside cities and helping municipalities acquire the vacated land. When the proposal was first announced it was expected that $50 million in federal funds would be available.

Canadian National filed passenger fare increases with the Canadian Transport Commission to offset increased costs of labor, material, and food supplies. The increases, now in effect, are expected to boost the company's revenue by 3 percent.

John Diefenbaker, former Prime Minister, recently took a sentimental journey from Ottawa, 290 miles to Owen Sound and back, to take part on the centenary celebration of the Toronto, Grey & Bruce Railway, we learn from the *Halifax Chronicle-Herald.* As the special train with 600 railway buffs aboard rolled through the country of his childhood, he glanced at paper-scrap notes when scores, hundreds, and at some places thousands of admirers thronged the trackside at Orangeville, Owen Sound, Chesley, and Palmerston. The fantrip was organized by the Upper Canada Railway Society. Passenger service to Owen Sound was dropped three years ago.

The presence of the tall, white-haired man in the sporty grey check suit made it even more special, holding court in the rear car, sipping tea, shaking hands, signing autographs, and regaling his audience, which changed at every stop, with tales of politics, the campaigns of long ago, and word pictures of the view from the top.

At Owen Sound, the former Prime Minister's task was driving a golden spike into the track with an antique sledgehammer. The spike was immediately crowbarred up again, placed on a plush cushion, and rushed off to the Owen Sound Museum.

A Canadian National study shows mining in Canada's north has the potential to grow to $13 billion by the year 2000 from the current yearly production value of $1.4 billion. Dr. R. A. Bandeen, executive vice president for finance and administration, says this potential could spur the construction of more than 5,000 miles of new rail lines.

Despite what a caption in your September issue says, the *Turbotrain* does not serve Montreal International Airport. CN's Dorval station is just across the street from the airport grounds but is a mile or so away from the terminal. CN and CP railway stations are only yards apart and are used only for normal suburban commuter and long-distance trips—J. V. Abram, 67 10th Ave., Roxboro, Que. H8Y, 2N6, Canada.

Revival of the old-fashioned cattle train occurred recently when an Eastern meatpacker had a CN train hop cross-country, successfully dodging the rotating rail strike, to pick up all the cattle he could get—a total of 4,000 head for meat-hungry Montreal. ●

OVERSEAS. A three-car pileup that killed seven persons and injured 40 others at Marl, Germany, in the Ruhr district, was caused by a switching supervisor, Hubert Poloczek, age 21, who admitted to investigators that he had failed to throw a switch that would have shunted a yard engine onto a sidetrack. Trains involved in the wreck were the *Flensburg-Duesseldorf Express,* another passenger train, and a fast freight.

Celebration of 150 years of railroading in Great Britain will begin in the spring of 1975 and build up to the actual anniversary late in September. In this connection a new national railway museum will open at York. A special train will tour the country, illustrating past and future railway developments. Also, a week-long exhibition at the Shildon Works is expected to show examples of rolling stock, a selection of steam locos, and other railroadiana.

Meanwhile, the British Government is being asked to spend £1,800 million to improve Britain's "rotting and dying" railways, Richard Marsh, chairman of the British Railways Board, says that unless the money is spent, British Rail's deficit will get "bigger and bigger and bigger."

This story comes from San Sebastian, Spain. Rail authorities are seeking a new home for a parrot and its master. The bird, owned by a pensioner who lives by the San Sebastian station, has learned to imitate the station master so well that it is creating chaos. Train crews are never sure whose orders are the real ones. So the railroad decided it would be easier to move the bird than the station.

Starting next summer. the German Federal Railways will place in regular service a new train to cover the 761 kilometers between Bremen and Mu-

nich at speeds up to 125 miles per hour.

A plan to develop a high-speed rail network across Western Europe linking major cities from Glasgow to Istanbul has been approved by the International Union of Railways. ●

TIMELY NOTES. With fuel-energy restrictions cutting down highway travel, many Americans are again riding trains to get where they want to go. Amtrak spokesmen exultantly describe the passenger increase in recent weeks in such glowing terms as "tremendous" and "dynamic." They expect the trend to grow as the energy crisis becomes more acute, but their big problem now is a car shortage.

Effective January 1st, *The Official Guide of the Railways,* which had been printing passenger timetables for 105 years, will be changed to an all-freight data source known as the *North American Freight Service Edition.* Its publishers, National Railway Publication Co., plan to issue a new passenger timetable periodical. Maybe this change is a major mistake, with the present resurgence of passenger business due to the energy crisis. But many big railroads just don't want passengers.

Bill Knapke's book, *The Railroad* Caboose, which we mention on page 24, is almost out of print, reports publisher Donald Duke, Golden West Books, Box 8136, San Marino, Calif. 91108. "At present we have only 60 copies left," he wrote on November 19th. "We have ordered stock for a re-run, but good printing stock is so tight that we can't get it until some time in 1974. After our current supply of *Caboose* is gone we will explain the situation to everyone who orders a copy and ask him to wait." ●

**Members of the Alaska-Yukon Chapter of NRHS prepare to bend the rails so 4 "new" cars can be moved into their museum located in Anchorage; scene in '73.**

Four photographs by Leo King

## Alaska Museum Line

A HALF-DOZEN amateur gandy dancers worked alongside three honest-to-goodness tracklayers on last April 21st to pick up rails at the Alaska Transportation Museum in Anchorage so that a 130-ton GP-9 could nudge some early-century freight cars onto a siding at the rail museum. Members of the Alaska-Yukon Chapter of the National Railway Historical Society had been planning the move since 1971. Bill Thomasson, a past president of the chapter, said, "It's taken us two years to get the cars here."

A steel Alaska Railroad troop sleeper coupled to a steel kitchen car, both 1940's vintage, rolled across a tempotary rail splice, along with two wooden-bodied boxcars dating from the early 1900's. All are standard gage. One of the boxes is a former refrigerator car from the old Copper River & Northwestern Railway, which had hauled mostly ore traffic from the Copper River area in Alaska to Cordova, whence it was shipped.

Art Schneider, a section foreman with 23 years' seniority on the Alaska Railroad, directed the eight track-movers, including myself. After lifting, shoving, bending, and squawking at the sometimes stubborn track, Art began spiking down the twin ribbons of steel in gage. About two 33-foot rail-lengths from the International Airport were used on the museum's short siding and an eight-inch piece of filler rail was cut and inserted to make the rail ends come together on one side.

At last, four hours after they had begun at 8 a.m., the railroaders were ready for engine No. 1826 to ease the rolling stock into the new permanent home. The train crew used a few 75-foot flatcars as a "handle" so the engine wouldn't have to bear down too

**Stan McCartney sights down the newly-moved track while Dave Hall, in foreground, and Jim Heinrich hold the steel in place. At end of track is Alaska R.R.'s gas car. Art Schneider, wearing hood, strolls toward Jack Klingbeil.**

much on the skeleton track. Bill Thomasson had found the four cars about three years ago while looking around at Birchwood yard, a graveyard for old and unserviceable equipment, northwest of Eagle River.

"The railroad sold us the cars for a dollar apiece," he says. "They were going to be junked."

Railroad officials demanded that before the cars were removed, their interiors at least must be cleaned and painted. So Bill painted both 36-foot wooden cars last year while they basked in the sunlight and in the passenger depot shadows on a siding near the station. Last winter they were taken to nearby Fort Richardson for safekeeping. The Army post there has an extensive rail line, some of it far removed from people—and vandals.

Most railroads today are far less tolerant than they used to be in giving away or selling equipment to anybody. If cars aren't cared for, they become eyesores and if junked intact they pollute the environment, so the railroad figuratively gets a black eye.

The troop sleeper and kitchen car are painted in the Alaska Railroad's passenger-train blue, with a yellow strip through the window line, while both wooden cars sport boxcar red. One of the latter has archbar trucks built by Symington long ago.

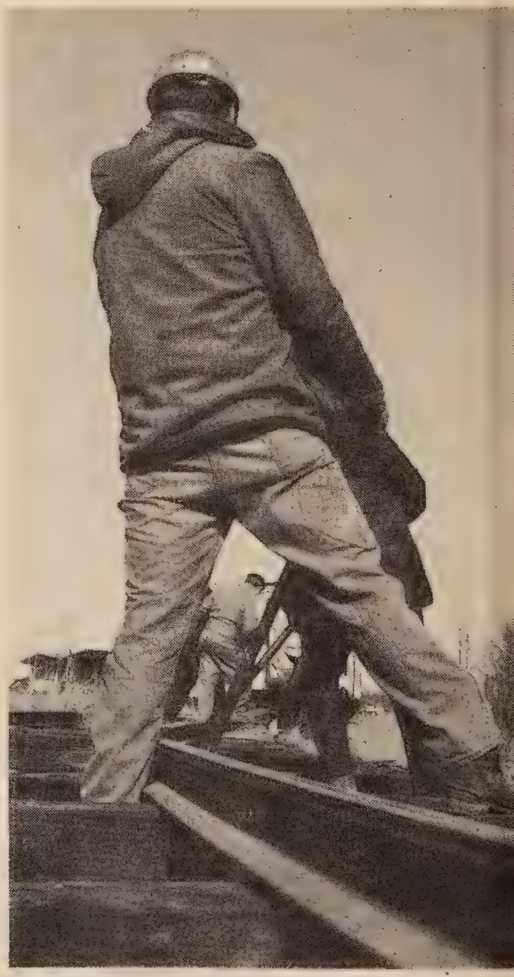
"Now all we have to do," Bill said, "is to clean them up and paint them inside."

**The cars were hardly in place before railfans started climbing cars for good spots to get pix. Here, Arthur Purchase, a new member of the club, climbs on an ex-Alaska R.R. hack built in Seattle in 1916 by Pacific Car & Foundry Co.**

All four cars have clean, neat exteriors, but inside they were a mess. Windows were broken. Paint was scaling from the walls and ceilings of the troop sleeper and kitchen car, and steel bunks needed paint badly. Their existing white, or perhaps canary yellow paint, had faded with age and was peeling from the bunks. The freshly-moved rails had been coated with oil to help prevent cars from spilling onto the ground on the very sharp curve that the gandy dancers had created.

The locomotive hauled out two white cars on a track adjacent to the main body of the centennial train, then she went back to the lumber company, cleared the switch, pushed into the spur to grasp the soon-to-be display cars, pulled the completed train out of the spur, then backed to the museum. The 90-pounds pressure needed for air brakes was applied to every car in the train.

So, at the head-end was troop sleeper S-107, kitchen car K-603, an unnumbered ex-bunk car, a former Copper River & Northwestern boxcar with archbar trucks, the former reefer, also unnumbered and unlettered (with a pair of oddball trucks), the two centennial cars, Nos. 5 and 6, the caboose, the flats, and the 1836. Last summer, chapter members completed the track ballasting.—Leo King, P.O. Box 662, Utica, N.Y. 13503.



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# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

**1** ***What U.S. trains are currently prohibiting free and reduced-rate travel to railroad and Amtrak personnel?***

Except for employes who have Rail Travel Privilege cards, or Business Travel cards carrying the endorsements "Good for positive space," this restriction on certain days of the week applies to all classes of service from last Sept. 10th through next April 30th on the following trains: Nos. 40 and 41, *Broadway Limited,* originating in New York or Chicago on Fridays, Saturdays, and Sundays; Nos. 83 and 84, *Silver Meteor,* originating in New York or Miami on all dates; Nos. 3 and 4, *Super Chief,* originating in Chicago and Los Angeles on Fridays, Saturdays and Sundays; Nos. 11 and 12, *Coast Starlight,* and Nos. 13 and 14, *Coast Daylight,* originating in San Diego or Seattle on Fridays, Saturdays, and Sundays; plus all *Metroliners* and on all *Turboliner* service listed in public timetables.

**2** ***Name the Chicago & North Western operating divisions as of 1940.***

They had 14, namely: Wisconsin, Galena, Southern Illinois, Iowa, Northern Iowa, Sioux City, Madison, Lake Shore, Ashland, Peninsula, Dakota, Nebraska, Black Hills, and Wyoming.

**3** ***When did Canadian Pacific establish ocean-going steamship service?***

In 1886, one year after Donald A. Smith drove the road's last spike at Craigellachie, B.C. The vessel was the *W.B. Flint,* a sailing clipper, chartered to bring a load of tea across the Pacific from China for movement east over the railway. Three additional steamships were obtained in 1887 to handle freight and passengers to and from Australia and the Orient. The British Government soon afterward granted a subsidy for regular trans-Pacific service and CP's fleet of *Empresses* took up the work. 1903 saw the institution of CP trans-Atlantic trade, when 14 ships were purchased from the Elder-Dempster Co. In 1916, CP acquired the larger Allan Line fleet, making Canadian Pacific one of the world's largest maritime companies. Then airlines cut down the business of ocean liners. As of late 1973, CP's only remaining passenger ship service is the seasonal Vancouver, B.C., to Skagway, Alaska; Puget Sound, from Victoria, B.C., to Seattle, Wash., and B.C. Coast Steamship, owned by CP, Vancouver to Nanaimo, B.C.

**4** ***I'm a Southern Railway conductor nearing retirement. How will increases in Social Security benefits proivded before 1975 (such as the 5.9 percent rise scheduled for June '74) be passed on to railroad-retirement annuitants?***

By law, the increases would be payable to such annuitants from the same date Social Security hikes are effective, with no new legislation. Railroad-retirement rises would go to most employe annuitants in amounts equal to those payable to a Social Security beneficiary with equivalent taxable earnings.

**5** ***Was the Butte, Anaconda & Pacific electrically operated in its early days?***

No. Although this ore-carrying road was completed between Butte and the Washoe Smelter at Anaconda in 1892, electrification did not begin until the spring of 1912. On May 4, 1913, the road's first electric loco ran experimentally at Anaconda. Two weeks later a double-unit motor began hauling ore between East Anaconda and Concentration yards, seven miles. Regular passenger service between terminals (25.7 miles) was instituted in Oct. 1913, and then freight operation.

**6** ***Where was Long Island's only inclined cable railway?***

According to rail historian Bill Rugen of Hadley, N.Y., this was the Sea Cliff Inclined Railway Co., organized in 1885 and opened in 1886. It ran for only 478 feet between the shore to the top of the bluff and only during the summer season. Motive power was a stationary engine on the bluff. The engineer worked a twelve-hour day for $25 a week. Average number of employes was three. During 1894, 30,189 passengers were carried. Earnings that year amounted to almost $1400. The line was still running as late as 1900.

**7** ***Tell me about New England's famous Ghost Train.***

This wasn't a Halloween tale. The *Ghost Train,* or *White Train,* as it was commonly called, was really the *New England Limited,* operating over the New York, New Haven & Hartford and the New York & New England between New York and Boston via Lyman Viaduct and Putnam, Conn. It was inaugurated Nov. 10, 1884. On March 16, 1891, it acquired new equipment—white cars with gold trimming. From its weird appearance running through the night it was nicknamed the *Ghost Train.* Leaving New York at 3 p.m., it reached Boston in six hours, later on in five hours and 40 minutes, but it was discontinued October 18, 1895.

**8** ***Words, please to "Christmas Eve at Katahdin," by Olin Lyman.***

**Fifty below—and the snow-pearl gleaming**
**Mile up in the air on old Katahdin's head;**
**Frost on the rails—and the siren screaming,**
**Green light at the station—and the tots abed,**
**Dreaming of old Santa and his sack of dole,**
**Harnessing his reindeer up around the Pole.**

**Icy cedar-ghosts—and the round moon staring**
**Down at frozen river and the lonely hill;**
**Hearth on the north—the borealis flaring,**
**Kindling where the bending sky is vast and chill;**
**Green light at the station—and the spruce and pine**
**Ramparts on the Bangor & Aroostock line.**

**Silver-tipped firs—and the white cold stealing**
**Downward from the ridges to the valley's brim;**
**Red hearts of coal—and a thunderous wheeling**
**Onward in the starlight toward a misty rim;**
**Somewhere south of Miami sprawls a coral isle,**
**But there's brittle beauty in an icy-cap's smile.**

**'Way up in Maine—and the pulp mill growling**
**Hard by the Penobscot where the ice is blue;**
**Midnight and past—and the whistle howling.**
**Swing the bell for Christmas as the mail comes through;**
**Drivers are all spinning in the steam and grease,**
**Roling for the glory of the Prince of Peace.**
**Sand on the rails, and a throttle in high**
**While children dream of Santa, driving down the sky.**

**9** ***What is the largest steam loco class still operating on the Rhodesia Railways?***

According to O.S. Nock, British Railways historian, the "20th" class Beyer-Garratts, 4-8-2+2-8-4, with a traction force of 69,330 lbs., are the largest in operation. Designed originally to work on that part of the line that is now Zambia, they now pull heavy freights both north and east of Bulawayo.

**10** ***Describe the balloon car which ran on rails in San Francisco in the 1870's.***

In 1871 a man named Casebolt built this car, characterized by its oval outline and novel construction which enabled the upper body to turn freely upon a supporting stationary truck. It was a horse-drawn vehicle, with a two-row seating capacity of 12 or 14 passengers. By simply removing a pin, when the car reached the end of the line, and directing the horses in a semicircle, the driver could make the return trip without using a turntable or wye or unhitching the horses. Balloon cars operated on Larkin Street between Ninth and Mission, and Mission and 14th streets.

**11** ***What was the largest single order of narrow-gage power in the U.S.?***

A million-dollar contract for 144 engines which the Denver & Rio Grande placed with Baldwin in January, 1881. This was also the biggest loco order of any kind in North America up to that time.

**12** ***How extensive was Canadian interurban service?***

The most heavily settled area, southwest Ontario, claimed the bulk of interurban mileage in Canada, reaching a peak of 825 miles in 1917. Ontario had 553 miles, operated by 18 companies. The heaviest concentration was in the Toronto, Hamilton, and Niagara Falls areas. Each of the three areas had two or more lines, but short gaps and differences in gage prevented them from becoming linked as a network. Other important Canadian lines were to be found in Quebec City, Montreal, London, and Windsor. Also in and around Winnipeg and Vancouver, plus a few isolated roads.

Several lines were publicly owned. Some of these, based around Toronto and called radial railways, were associated with the publicly-owned Ontario Hydro-Electric Supply System. Perhaps the best known Canadian interurban routes were those of the British Columbia Electric Ry. (a British-owned company), centered in Vancouver. The longest route, primarily for freight, ran 80 miles inland to Chilliwack, in the Fraser River Valley. There were several shorter lines near Vancouver and New Westminster. BCER also operated the street tramway systems in Vancouver and Victoria.

Interurban rail mileage contracted more gradually in Canada than in the U.S. about half of Canada's (373 miles) was still in service during World War II. While the last such passenger service disappeared in 1959, about 200 miles, perhaps a quarter of all mileage built, is still being used by diesel-powered freight. For further details contact Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada.

**13** ***Has Elgin, Joliet & Eastern bought any power recently?***

Yes, indeed. Eight diesel locos will be added to its motive power fleet. Due late in Oct. '73 was a new EMD GP-38-2 class road service 2,000-hp diesel, numbered 704. By the end of '73 the "J" expects to have taken delivery of three rebuilt 1000-hp switchers, Nos. 450-452. Arriving in early '74 will be four new EMD SD-38-2 class, 2,000-hp, road-freight diesels, Nos. 656-659.

**14** ***What do these initials stand for: MS&NI, M&M, and GN?***

The MS&NI was the Michigan Southern & Northern Indiana (part of the old Lake Shore & Michigan Southern, now Penn Central); M&M was the Malden & Melrose, now Boston & Maine, and GN was the Great Northern, also the Georgia Northern (now Seaboard Coast Line).

**15** ***Which road pioneered the Texas, or 2-10-4, type loco?***

Texas & Pacific, for which Lima built ten such engines in 1925, proved so successful that 60 more followed on the same road. A.P. Prendergast, mechanical super of T&P, was largely responsible for them. They had 29x32" cylinders, 63" drivers, carried 255 lbs. steam (except Nos. 600-609), weighed 448,000 lbs. without tender, and exerted 83,000 lbs. of tractive force—with booster 96,000 lbs. their design incorporated many new features such as a four-wheel articulated trailing truck (with booster) and tandem driving rods, which distributed the piston thrust between the third, fourth, and fifth drivers. As a result of the 2-10-4's good service, many U.S. and Canadian roads, buying large freight power at the time, adopted this type. In 1928 the Central Vermont, for example, ordered ten from Schenectady, Nos. 700-709, which for many years were considered New England's largest locomotives.

**16** ***When was fluorescent lighting first used in railway passenger cars?***

New York Central made an initial installation in 1938. The first all-fluorescently lighted train was the streamliner *General Pershing*, which the Burlington placed in service between St. Louis and Kansas City on April 30, 1939.

**17** ***I'm a Milwaukee Road train dispatcher with a young son. If anyone else were to adopt him, would his survivor benefits be terminated?***

No. Under a previous law, adoption by someone other than a close relative would cut off his benefits, but this restriction has been dropped. Also, benefits can now be reinstated for most children whose benefits were terminated by adoption in the past.

**18** ***History please of the Shepaug, Litchfield & Northern.***

This line, running from Hawleyville to Litchfield, Conn., was chartered in May, 1868, as the Shepaug Valley Railroad Co. and was reorganized first in 1873 as the Shepaug Railroad Co. and again in 1887 as the SL&N. Under a lease dated July 9, 1898, the road was merged with the New Haven. At that time it had 32 miles of track.

**19** ***When did Seaboard Air Line's engine 568 make her record run of 76 miles in 67 minutes between Weldon, N.C., and Portsmouth, Va.?***

She didn't. That performance, frequently miscredited to *The Atlanta Special* (first palace car train south of the Mason-Dixon line) actually was made Nov. 21, 1896, by No. 540, a little Seaboard Eight-wheeler handling a three-car special conveying the line's board of directors from Raleigh, N.C., to Portsmouth. Official records show that the highest average speed, 87 mph, was attained between Branchville and Boykins, 2.9 miles, for two minutes. The 540 was one of seven engines designed by W.T. Reeds and built for Seaboard by Richmond Locomotive Works.

**20** ***Was the British Cheltenham Flyer ever the world's fastest?***

Yes, indeed. It made the 77¼-mile run between Swindon and Peddington (London) over the Great Western Railway on Sept. 14, 1931, in 59½ minutes, or an average of 78 mph. Its regular time was 67 minutes.

## Running Extra

Regarding query in July '73 issue, the Delaware & Hudson bought the Quebec, Montreal & Southern in 1906, at which time the latter had lines from St. Lambert to Pierreville and from Bellevue Junction to Noyan Jct. In 1909 the short line was extended from Pierreville to Fortierville. On July 15, 1929, the D&H sold the QM&S to the Canadian National.—D.E. Hoadley, asst. to chief engineer, Delaware & Hudson, The Plaza, Albany, N.Y. 12207.

Litchfield & Madison history, roster, and pictorial data, are needed by Dan Cheragotti, 3960A Brittany Circle, Bridgeton, Mo. 63044.

Info wanted on all remaining mixed trains running on branch lines and names of railroads in U.S. and Canada. —Paul Garbanno, Box 2048, South Burlington, Vt. 05401.

Was the cartoon "Fiddletown & Copperopolis Railroad," carried in *Railroad Magazine* years ago, ever published in book form? Robt. Upright, 350 Mathilda Dr., Goleta, Calif. 93017.

A recent issue stated Chautauqua Traction Co. operated from Westfield to Lakewood, N.Y. This is true, but cars operated actually between Westfield and Jamestown. Between Jamestown and Lakewood they ran over local tracks of Jamestown Street Ry. The demise of Chautauqua Traction was due to this. On the opposite (east) shore of the lake a steam road went bankrupt. Owners of Chautauqua (the Broadhead family of Jamestown) bought the steam road in 1914, electrified it, and made it into a faster interurban with private right-of-way. This newer and faster line took all the through riding between Westfield and Jamestown from the old Chautauqua Traction, thus depriving it of profitable traffic. Also the new interurban (JW&NW) got all the mail and carload freight of the old steam road and thus survived—Felix E. Reifschneider, Box 88, Fairton, N.J. 08320.

Regarding a question in *Railroad* about Canadian Pacific's decapods, everything you said was okay as far as the R class 2-10-0's were concerned; but the S and T classes, though ten-coupled, were not decapods, nor were they switchers. Fifteen S2a 2-10-2 (Santa Fe types) were built by CP in 1919-'20. They worked mainly between Calgary and Revelstoke on mainline freight and heavy passenger service, either as prime movers or helpers over the heavy grades at Kicking Horse and Rogers passes.

In 1929 twenty T-1a (Selkirk) 2-10-4's were built by Montreal Locomotive Works and took over some, but not all, of the S2a's duties. Ten more Selkirks followed in 1938, and the last six in 1949. All three classes; R,S, and T, ran on mainline in the mountains, virtually until the end of steam. They were used in large yards, mainly in the West.—Major A.R.B. Williamson, 1896 Savoy Pl., Ottawa, Ont. K2C flW1, Canada.

Were four-cylinder steamers ever used on the Boston & Maine?—Roger Billings, Box 372, Gardner, Mass.

On a recent trip to central Texas I found an unusual date-nail. Its shank is short, measuring 1¼", and the head is larger than usual, being just a bit smaller than a nickel. The embossed date is "31," but between the "3" and the "1" are the superimposed raised letters "I" and "C". Maybe that means Illinois Central, but I don't think the IC had trackage in Texas. Anyone help out on this?—G. Lynn Donelan, M.D., 495 Biltmore Way, Coral Gables, Fla.

Where can I get *To the Mountains by Rail,* published by Wakefield Press?—Paul R. Douglas, 112 W. 21st St., Vancouver, Wash. 98660.

What is meant by the letters C.P.A.A. on boxcars (high cubes) and other cars? I have a boxcar in HO scale with Atlantic & Danville on it. Is it an operating line, or the name of a model railroad?—Robt. Schell, 904 St. Clair Ave., Elkhart, Ind. 46514.

What happenel to the Waco, Beaumont, Trinity & Sabine, a steam powered non-tourist 13-mile short line?—Douglas Hawes, 6708 Wilton Dr., Oakland, Calif. 94611.

Which road, if any, has the initials N&WY, and in what state (or states) does it operate? In answer to query in Sept. '73 issue about Port Huron, the depot and freight sheds are now closed, the windows boarded up. Tracks in front of the buildings are used for freight; the tunnel is still in service 24 hours a day.—Daniel Miskell, 2505 Brownwood Dr., Port Huron, Mich.

Is the Southern Ry. bridge over the Holston River on the Rogersville, Tenn., branch a Howe truss type? If so, is it the only such Howe left standing? This bridge was on the ETV&G at Loudon, Tenn., and moved here years ago. —J.C. Bell, 2505 Pershing St., Knoxville, Tenn. 37917.

The baggage cart in front of our depot is a product of Wells Fargo, but has weathered out its original paint. Can anyone tell me what paint scheme Wells Fargo used on their baggage carts?—Robt. Read, Cimarron Valley Railroad Museum, Box 844, South Kings Highway, Cushing, Okla. 74023.

After World War I, many German locos were turned over to the French as war reparations. Do any pix exist on their plates, How many plates are known to exist? Anyone know the history of a Philippine Ry. gold leaf 4 percent first mortgage bond carrying a 30-year sinking fund with principal due July 31, 1937?—Ray Muntz, 339 Sylvan Lane, Westbury, N.Y. 11590.

Which crystals help to monitor railroads using radio in the Denver area? They would be Colorado & Southern, Union Pacific, Santa Fe, Denver & Rio Grande Western, Burlington Northern, Great Western, and Rock Island.—Eric Kriegh, 492 Ord Dr., Boulder Colo.

Info and history wanted on the Texas Mexican, which runs between Corpus Christie and Laredo.—John Abney, 814-R N. 15th St., McAllen, Texas.

# PHOTOGRAPHS OF THE MONTH

William H. Morrison, Jr., 2231 Lancashire Dr., Wilmington, Del. 19810

**Northbound *Metroliner* zooms out of industrial Wilmington, Del., on Penn Central right-of-way on June morning in 1972.**

**Gleaming rows of axles for freight and passenger trains, subways and trolley cars, roll off production lines at Standard Steel's plant Burnham, Pa. Each of slowly rolling axles is tested thoroughly to make certain that steel contains no unseen flaws.**

**One attraction on a fantrip sponsored June 3, 1972, by the Jacksonville Chapter of NRHS, was Carol Stadler of Orange Park, Fla. The Southern's 4501 might be backing up for a photo run-by at Sewanee River bridge en route from Jacksonville, Fla., to Valdosta, Ga.; but the "gallery" seems more interested in this Dixie darling than what "cooks" in the cab.**
Thomas P. Cheesborough, Box 324, Coconut Grove Stn., Fla. 33133

Robert F. Yahnke, 1305 N. Sherman Ave., Madison, Wis. 53704
**Camera ready, Yvonne Yahnke waits to shoot a passing train. No train will ever again stop at this old passenger depot in Sun Prairie, Wis. Milwaukee Road abandoned service many years ago.**

**Ex-Nevada Copper Belt's motor *Yerington* No. 21 is a fine example of the Hall-Scott Co. of San Francisco. The six-cylindered gas car is shown on an excursion over the Sacramento Northern's former electrified trackage at Montezuma, Calif. The flat land is near the old ferry crossing of the Sacramento River used by the SN.**

Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

Baltimore Gas & Electric Co. photo, from book "Who Made All Our Streetcars Go?"

**When the Baltimore City Passenger Ry. sought permission to run electric cars on Baltimore and North Charles streets, the city authorities were starting to move these overhead utility wires underground. The petition was finally granted.**

Santa Fe brakeman Cliff Funkhouser (now a retired trainmaster), riding the doghouse and looking at the gage, makes the terrible discovery that his train has lost its air and is running away. Cliff's had many stories in *Railroad Magazine.*

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Eastbound Wabash ("Follow the Flag") freight growling along at Windsor, Ont., on a very cold February day in 1957.

**Track number coming up. Train info arrival and departure board in the Penn Central's 30th Street Station, Philadelphia.**
Bob Storks, 1421 Arch St., Philadelphia

**Daryl Denlinger, the son of Interesting Railfan 132, had caboose doghouse for Toscha before family cats took it over.**

**Cathy Smothers of Fort Myers, Fla., snaps a Florida East Coast hack and a Seaboard Coast Line GP-7 in Clewiston, Fla., on November day in '71.**
William T. Morgan AG3, OA Div., USS Saratoga, CV-60, FPO New York 09501

**Railfan Fred Schmickle, columnist for *The Ozarks Mountaineer Magazine*, took the above pictures in '27 of a Frisco loco and passenger coach in the backwaters of Osage River at Osceola, Mo. Schmickle says this was not too uncommon in those days. There was no current, so the ballast didn't wash away. The fireman filled firebox to top, and loco chugged on.**
Photograph from *"All Aboard"* (Frisco line magazine).

(Top) British Railways' new high-speed train, designed to be capable of 125 mph maximum, embodies the extension and the further development of the best features and principles to be found in conventional railway technology. This prototype train comprises two 56-foot power cars containing a 2250-hp diesel engine, at each end of seven of the new 75 foot, 5 inch Mk III coaches. (Bottom) Interior view of a Mk III coach, showing second-class smart passenger accommodations.
British Railways Board Public Relations

# "I've Been Workin' on the Railroad . . ."

**Railfanette Vicky Wagner, the admission ticket seller at the National Railroad Museum in Green Bay, Wis., on September 8, 1973. The blonde pretty invites you to ride the trains of yesterday. The Chilton sign came from an old station.**
Jon Porter, 887 Quetta Court, Sunnyvale, Calif. 94087

**Ted Boris, Lehigh Valley tower operator at Niagara Jct., N.Y., talks to dispatcher about a train movement on Sunday, September 16, 1973. Ted has worked for the road for some 33-years.**
P.J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

Penn Central Photograph

**Training locomotive firemen to become engineers qualified to operate trains used to take a minimum of three years of informal on-the-job training. But now the Penn Central is turning out qualified locomotive engineers after four months of intensive training in the classroom and at the throttle under the direction of veteran engineers. Graduates operate all kinds of diesel-electric and electric freight and passenger locomotives, *Metroliners*, commuter-type electric cars, and switching locomotives. These 12 Penn Central firemen, studying to become engineers, are in a classroom that is a converted passenger coach parked at the railroad's Wilmington, Del. shops. Three classes have completed the course and their members are operating trains, four others are in training, and an eighth began classes in early October, 1973**

# Railroading Today in
# CENTRAL AMERICA

*Five photographs by B. Thomas Walsh*

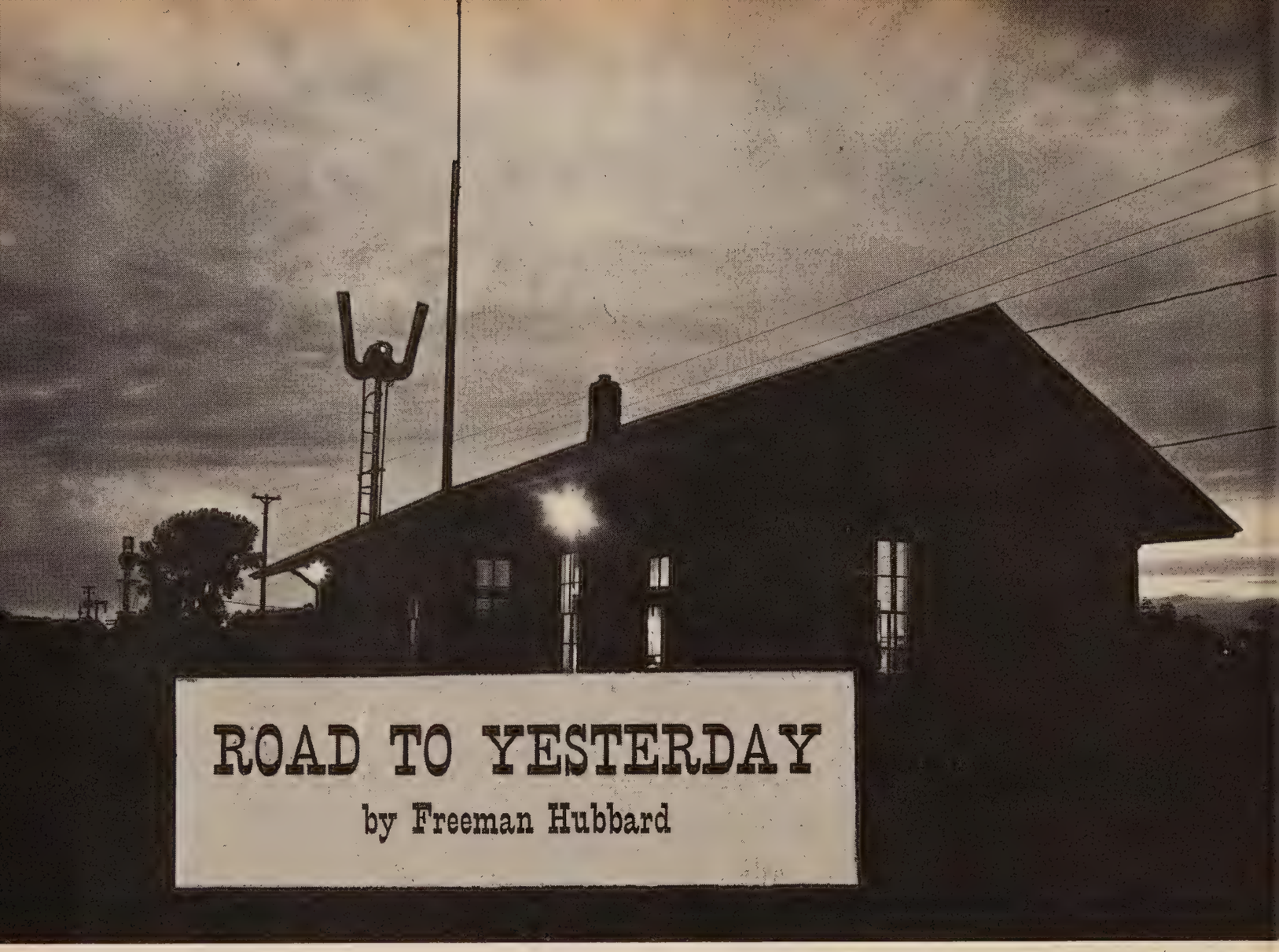
Passenger train of Nicaragua Sugar Estates, a la famed San Francisco cable car, grinding along enroute to San Antonio.

Guatemalan woodburning 0-6-0 locomotive of Ing. Palo Gordo eases across highway with boxcar loaded with bagged sugar.

Wooden gas-powered railbus No. 24 arrives at San Salvador.

Cabbage-stacked Shay at Pantaleon mill, Guatemala.

Porter-built Consolidation No. 5 of Nicaragua Sugar Estates simmers under boiling tropic sun on track leading from mill.



# ROAD TO YESTERDAY

by Freeman Hubbard

Joe Elliott, 2308 28th Avenue S., Minneapolis, Minn. 55406

FROM THE HIGHWAY we could see the deserted frame depot even before we turned into the gravel walk leading to it. My companion, William F. Knapke, a silver-haired retired conductor and veteran of the Pullman Strike, or "Debs Rebellion," of 1894, stopped his Ford opposite the door, which was nailed shut, and we both got out.

Bill was a small man with a slim bone structure, but he walked briskly erect and seemed to have boundless energy. Really, he never grew old. When he finally crossed the Great Divide on February 24th, 1969, after having achieved a whole century of active living, except for a few months, he died from an accidental fall and not because of physical or mental deterioration.

During his long creative life Bill remained alert. At age 97, in collaboration with me, he authored a book, *The Railroad Caboose,* which Donald Duke published in 1968 and is still selling. Bill was justifiably proud of it. And on the day before his death, he wrote my wife a letter in firm legible script, with literary craftsmanship—no trace of senility. She cherishes that letter. I think that if the accident had not occurred, William F. Knapke would be alive and happy today—at age 104.

But getting back to our story: a rapt look on my friend's face told me that his mind was reaching far back through the years. We noted the station sign, *Addisville,* weathered and almost undecipherable. All the windows were boarded with planks warped by long exposure to the Illinois weather, summer and winter. The walls were painted red, but scrofulous and sun-blistered.

Sprawled at our feet ran pairs of rails—the passing sidetrack, the glinting mainline steel, and the rusty, weed-grown, and no-longer-used house track. The October sunshine shone with a bright warmth. A faint breeze stirred the ragwort and quaking-grass across the way; and over all, quiet and calmness laid the gentle hand of remembrance on a scene from the remote past. We gazed eastward to where the main line curved gradually into a shallow cut beyond our view. My friend, with the eyes of memory, saw, as he put it later, the sunshine recede and the darkness come on. . . .

A sweet-smelling June night in '94. Under the eaves of that same depot hangs a lantern burning red, while in the open doorway, silhouetted against the dim light from a lamp set in a wall bracket, lounges a young man with black sleeve-protectors on his arms and a high, white, celluloid collar encircling his chin. The young man is a telegraph operator obviously waiting for something.

From beyond the cut, in the star-lit darkness, the shrill blast of a Martin box whistle announces an approaching freight train. The operator picks up his white lantern, stands on his feet. Seconds later, he sees the mellow glow of an oil headlight streaming out of the cut. At that instant, aboard the freight, the depot's red lantern swims into view

of the crew, while the engine whistle shrieks a command for the brakeman to *decorate*—hit the car tops and set hand brakes to aid in stopping the train—and now Bill Knapke, magically young again and agile as a deer, is riding the tops and *tieing 'em down.*

They halt a little past the Addisville station. Bill scrambles nimbly down an iron ladder, joins the engine crew, and walks back to the office. The heavily-built hogger takes the lead, his long conical torch inverted and dripping bits of flaming kerosene to the earth at each step. Behind him strides the lanky fireman, wiping his sweaty face with a handful of cotton waste, while Bill himself, short and wiry, brings up the rear as befitting a mere brakeman.

In due time the engineer sets his torch upright in a safe position on the wooden platform beside the office in such a way that its smoky fumes will not foul the room. All three crew men march in. It is a picture to be remembered: the brass-pounder seated in his chair, partly turned away from the desk, on which the engineer has planted his hefty backside; the fireman leaning on the trackside wall, and Bill draped against the opposite wall, while the lamplight above the desk casts weird flickering shadows over the group. Without a word they listen to the brass telegraph instruments, now silent, now bursting into furious chatter.

The op will not break his dramatic news until the gray-haired conductor comes up from the caboose, lanterns in hand. At length he reads aloud a crisp telegram signed by Eugene V. Debs, president of the recently-created American Railway Union, to which they all belong. The "One Big Union" in its Chicago convention has just voted for a nation-wide walkout to support the underpaid Pullman Company strikers! And thus the Debs Rebellion gets under way; it will not end until President Grover Cleveland helps to break it by calling out regular troops of the United States Army! There is blood on the moon that balmy June night in 1894. . . .

"Yes, it was right here at Addisville, on the Louisville & Nashville," Bill mused, "that I got the word which pulled me off the job and later sent me wandering down the long boomer trail. That scene was duplicated in countless stations and offices, in shops, roundhouses, and crew rooms all over the country. It comes back to me now as I see this empty shell of a once busy depot."

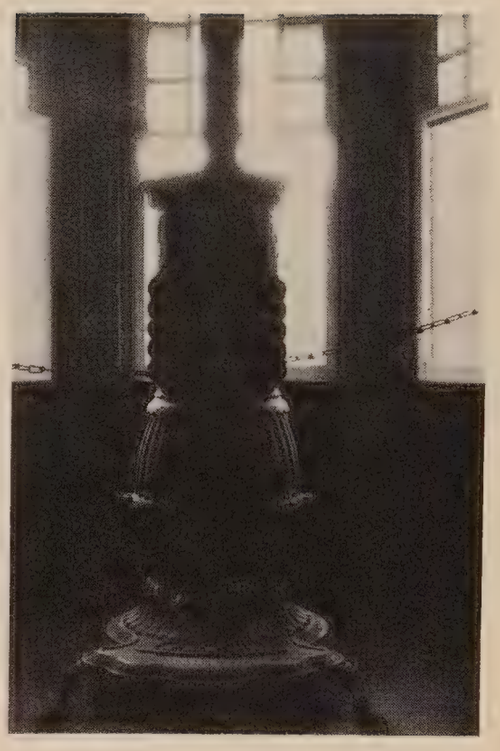
The gravelly detour we took across the tracks that day, so many afternoons ago, stepping *over* the rails in accord with a safety rule but never *on* them, was the Road to Yesterday. Still further back in time, back to the days "When you and I were young, Maggie," such roads were everywhere and they all led ultimately to the railroad station, which was then the social center of city or town, with a cross-section of life swirling through and around it.

If you are an oldtimer, you can visualize the depot of that era thronged with people. Blue-uniformed crew men hurrying to their trains. Red-capped baggage hustlers. The "drummer" with a case of salesman's samples, leaving behind his discarded, voluptuous lady friend of the night before. Tired mothers and starry-eyed kids imbued with the wonder of a trip on the steam cars. Before the widespread use of automobiles, it was common practice for whole families to go down to the depot to see folks off and to welcome their return.

Tearful good-byes, glad reunions. An occasional hobo, beggar, peddler, or known prostitute being run out of the station. A sheriff with a manacled convict en route to the pen. The thrill of watching trains roll in, with squirrel plumes of smoke drifting from the stacks of eight- or ten-wheeled engines. And, oh boy, if one train happened to carry a celebrity or maybe a theatrical troupe arriving in town, or, better yet, proved to be a circus special, you were really in luck that day.

One never knew what would be going on down by the depot. A rural telegraph operator might get a message over the wire telling of a train stickup on the line, or a hotshot freight wrecked, or marooned in a blizzard or flood. What excitement! Almost anything could—and did—happen during the Steam Age. One President of the United States, James A. Garfield, was shot in a railroad station in Washington, D.C., while waiting to board a Pullman car for a vacation trip.

Years ago, a Louisville & Nashville passenger train brought in two items to the depot at Wallins, Kentucky, a $5,000 payroll and a live mule, the ingredients of an amusing situation. Elsewhere, somebody redeemed an unused train ticket 64 years old; and the great Southern Pacific Company operated a special passenger train at a cost

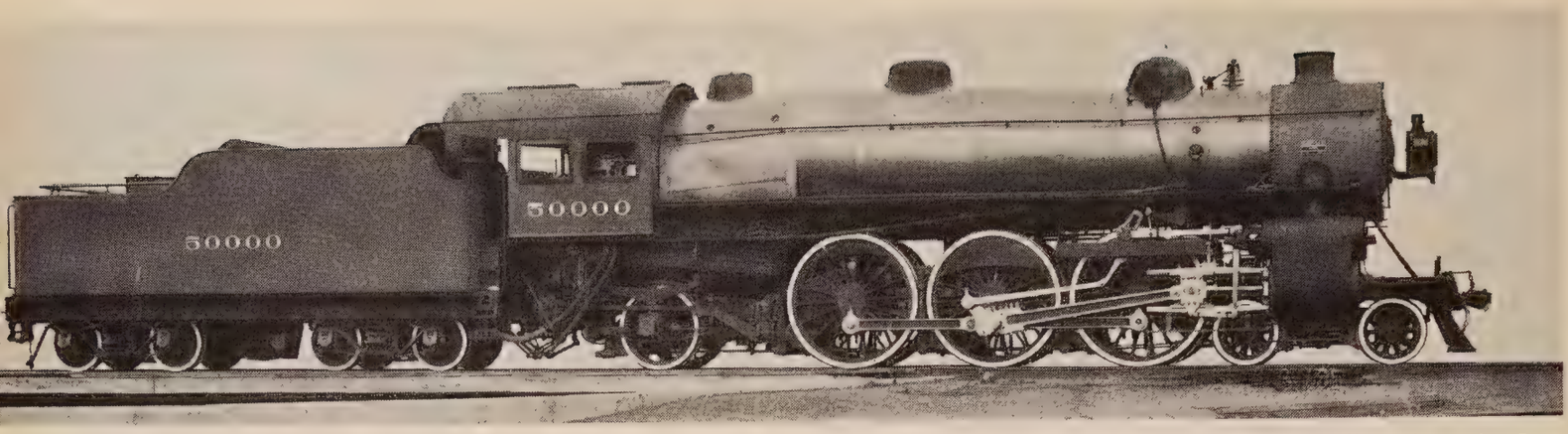


Photograph by Bob Storks

of about $100 solely for one small boy who paid only 24 cents in fare. Another fact-story tells what happened when an informal crew delayed their train on a hot summer day in order to go swimming in a trackside creek and a shocked lady saw them totally nude.

Then there was a locomotive engineer, young and romantic, who tied up a whole branch line one night while taking his girl to a dance. Another hogger, the dynamic Lee Christmas, was fired from the Illinois Central because he was color-blind; he journeyed to Central America, stirred up a revolution, and became the virtual dictator of Honduras! And I have heard of lovesick teen-agers being married in a railroad depot *by telegraph,* after a washed-out bridge had isolated the train carrying the clergyman who was to have performed the wedding face to face.

Yes, in the halcyon era of steam your train fare was often a ticket to adventure. My mind is filled with such rail lore: dramatic, odd, exciting, humorous, and tragic events that came to pass on trains or down by the depot. Some that center around my late friend Bill Knapke are written up in *The Railroad Caboose.* But no nostalgic scene moved me more deeply than on the fine October day in 1952 when Bill and I drove to the abandoned old depot at Addisville, Illinois, and I noted his reaction to memories of a long-gone dramatic night on the Road to Yesterday.




Collection of Railroadians of America, Inc.

# I FIRED THE 50,000

**by Andrew Goobeck**

I HAD FIRED one of the Erie's ten-wheeled Mother Hubbards over the Delaware Division one bitter cold December morning in 1911. When the old girl finally came to rest astride the ashpit track at Port Jervis, New York, I rode the handrail to the ground and, walking forward, waited for the engineer to pass his equipment down to me. I shall always remember that day.

My ears still rang with the screaming of flanges, the clatter of the dancing deck apron, and the whine of the wind around that masterpiece of sheet-iron called the rear cab. In a few moments the three blasts of a strange new whistle attracted my attention. Their pleasing chime-like quality coaxed long echoes from the frosty crevasses of nearby Hawk's Nest Mountain. Glancing back, I saw her then—the *50,000*—backing gracefully over the delivery track.

Words can hardly express the thrill of a nineteen-year-old tallowpot, confronted for the first time by this image of mechanical perfection. Certainly I'd had the opportunity to admire bigger engines; and in the years that followed I was destined to fire almost every type of iron horse from an old converted 2-6-0 woodburner to a 24-drivered triplex compound, the world's largest locomotive. Yet no other engine impressed me so greatly as did this lean-limbed thoroughbred.

My eyes ran swiftly over her gleaming running gear, noting every unfamiliar detail; together with the handsome contour of the big Pacific as a whole. *Why the five-digit number?* I asked myself as she ambled breezily out of sight, headed for the depot and a fast run over the New York Division of the Erie with a late express.

As I recall, I spent a busy morning questioning every "rail" I came across for further news of this stranger. Briefly, what I learned was this: she was not an Erie engine, but the outright property of the American Locomotive Works, built at that company's own expense and incorporating certain theories recommended by F. J. Cole, a re-

**Alco 1910 builder's photo of newly constructed No. 50,000 (on page 26). F.J. Cole, noted Alco mechanical engineer of early 1900's, successfully designed Pacific with economy-plus power theme in mind. As Erie 2509 she is shown on (the bottom of page) with original tender at Port Jervis in '34. (Top of page 27). She is rolling along with tank-tender.**
Collection of The Railway & Locomotive Historical Society, Baker Library, Boston, Mass.

nowned mechanical engineer whose name was synonymous with Alco products in the early 1900's.

Actually, the *50,000* did not aim to introduce a new principle of locomotive construction, but rather to secure data on the maximum possibilities in economy and capacity inherent in existing principles, with a view to advancing motive power design.

Some of these refinements I had already noted. Her pressed-steel bumper and pilot, for example, substituted for a conventional cast-steel bumper and wooden pilot. These novelties alone, I was told, saved nearly three-quarters of a ton in engine weight.

The use of an improved outside-bearinged trailer truck, in lieu of the then-familiar design incorporating outside supplementary frames secured to the rear of the engine bed by heavy cast-steel filling pieces, lobbed off another 3000 pounds. Equally significant weight-reducers were vanadium cast-steel cylinders, bushings, rods and valve-motion work, together with driving wheel centers, frames and springs of the same material.

*Where had the tonnage thus saved been applied?* In making the query, I struck at the basic objective. For in the design of the *50,000* it was Cole's intention to produce, above all else, a machine that would develop maximum capacity, per pound of weight. This could be done only by embodying the greatest boiler capacity permitted within the limits of predetermined wheel loads.

Bear in mind that engines built in the first decade of this century were strictly the work of mechanics. In other words, they were built without the benefit of scientific analysis of horsepower requirements, reciprocating weights, etc. All too often, also, the railroads received new power from the builders that was over-cylindered—mills that broke the spirits (not to mention the backs) of thousands of tallowpots, by stalling at frequent intervals, and despite their best efforts, for want of steam.

NUMBER *50,000* was completed in July 1910. Unlike many motive power experiments of later years, she had proved herself a remarkable engine from the first. Exhaustive tests on the New York Central, during which she handled practically all of that system's high-speed trains, including the *20th Century Limited,* showed that she could develop, in actual service, a ratio of one horsepower for each 121.4 pounds of total weight. This represented an increase of 25 percent in efficiency over the conventional 4-6-2 of that period.

For more than a month, I was given to understand, she had been putting on an impressive act for the benefit of Erie brass hats, using the New York Division as a field of action. That meant a daily run of 89 miles, each way.

Inasmuch as I was then firing on the extra list out of Susquehanna, where most of the work was confined to helping freight and passenger trains over a nine-mile hill to Gulf Summit, I had not been fortunate enough to see her, during that time. But a glance at the *50,000*'s case history shows that during the months of November and December she kept up her scheduled speed on 163 out of 170 runs, for a 96 percent on-time aggregate record! The achievement was the more remarkable because the winter of 1911-12 was unusually severe.

Early in January, however, the Alco girl entered upon a still showier phase of her career. At that time her daily dash was extended into my home terminal, 193 miles from Jersey City. Ar-

riving with the Erie's passenger train Number 5 at 1:20 a.m., her schedule allowed just ninety minutes for servicing before she retraced her journey with eastbound Number 6.

As far as I could ascertain, this assignment gave the *50,000* the distinction of being the first locomotive to be regularly used on extended runs. If that be true, she had a basic effect upon the whole structure of railroad economics, for the dispatching of a single engine over two or more districts brought sweeping changes to the operating picture as a whole.

The added Delaware Division was no snap. Perhaps you are acquainted with the region, for most of its length a highly picturesque river canyon, with comfortable little villages nestling at the juncture of each tributary. Summer resort folders wax flowery over the vacation possibilities here presented. However, enginemen know the rugged slab of landscape for what it actually was: mileage made difficult by a succession of sharp curves—249 of them, to be exact, in a total length of 105 miles. Grades, too, were hardly to be taken lightly. On the aforementioned Gulf Summit hill, the slope was one of 0.96 percent for 1000 feet—to 1.47 percent for 300 feet.

The consist of trains assigned to the *50,000* during the four months of January, February, March, and April averaged nine cars, with eleven or twelve not uncommonly hauled. Furthermore, the schedule from Jersey City to Susquehanna called for an average speed of 35 miles per hour, including frequent stops, with a rigidly enforced maximum operating limit of 60 m.p.h.

Add to these factors exceptionally bad weather, and the *50,000*'s record becomes astonishing. For during the 170 runs credited to her in the four-month period, 1379 minutes were made up, or an average of eight minutes per trip. On only seven occasions did she fail to completely regain time she had lost, and in each instance the delays were of a nature for which she could hardly have been blamed. During the bitterly cold days of February 5th to 10th the schedule time was actually bettered by an average of ten minutes for each of her twelve runs!

ANSWERING a call to fire an Erie articulated compound one early January morning, I found the *50,000* at the station, surrounded by at least a dozen engineers and firemen. I recall that a few of the oldtimers were holding forth in a particularly critical way, concerning the light wheels and reciprocating parts. One ancient hogger calculated, after minute inspection of her running gear, that she had "nice legs and ought to run like a deer, but they'd better not hook anything heavier than a handcar on behind her."

Three weeks later I had a chance to see, from the vantage point of the left side of her cab, how completely wrong the old gentleman had been. It so happened that her regular fireman fell ill at a time when, by rare good fortune, I was at the roundhouse, waiting to relieve the crew of a Mallet due in from the grade.

I can still conjure up a vivid picture of the *50,000*'s unfamiliar cab, as I saw it when I climbed in. The hoghead told me that everything was ready, except for taking water. That job was quickly done and, swinging clear the crane, I lost no time in tending my fire for the mountain climb.

Once out on the hill, I began to have trouble. The pressure fell steadily, because I was totally unacquainted with the engine's vertical-type pneumatic fire-doors. The pedal on the left side was installed in a position that made it very difficult to fire the back left leg of the firebox, and not until we were half way to Gulf Summit did I get the knack of it. Then we went over the crest with a nice tail flowing from the pop valves. The rest of the trip was certainly the shortest, as far as time sense went, that I ever made over the division. So wrapped up was I in the performance of the 50,000 that we were slowing for Port Jervis before I had time to realize my day's work was done.

Until August that year, when the Erie bought the *50,000* and renumbered her *2509*, the engine's designation was a source of much roundhouse banter.

Shortly after she had been assigned to the continuous run between Jersey City and Susquehanna on trains 5 and 6, she arrived at the western terminal one night with a new rod brass badly in need of attention. Due to the short interval allotted between runs, it was necessary to dispatch another locomotive on eastbound Number 6. The engine selected was a lighter class Pacific, one which had pulled train Number 47 into Susquehanna only an hour ahead of Number 5.

Naturally, the *50,000* was sent east with the following express, in order to have her back in Jersey City in time for her next regular run. By chance, this train happened to be Number 2, the eastbound job for the engine crew that had come west with 47.

Sam Patterson, the engineer, was an old beanpole, with a temperament like a prima donna. He was called at the bunkhouse around noon and appeared at the engine dispatcher's office after a respectable interval to pick up his calling card and time slip. As usual, a bevy of enginemen was loafing in that region. They told how Sam took one look at his slip, put on his glasses, blinked, stared again and asked sarcastically: "What the hell am I going to run back—a boxcar?"

DURING the winter of 1915 I was firing for engineer Joe Hadlick on what was known as the *Maybrook Special*. This run was 140 miles long, 35 miles on the New York Division. We arrived in Maybrook one morning in a blinding snowstorm. The flakes were as big as half-dollars; and when we turned in for an all-day sleep, it was with some misgivings concerning our evening return. Nightfall found the blizzard still raging. Not a wheel was moving in the yards.

After some discussion by phone with the dispatcher in Jersey City, we were ordered to pick up our caboose and go light. It took us six hours to shovel our way out of the "garden" and then cover the half-dozen miles into Campbell Hall Junction. There we were routed over the Montgomery branch to Goshen, on the Erie's main line. From the later point we were to break the road for train Number 3, which presumably had left Jersey City at 3 p.m.

We reached Goshen around 2 a.m. next morning and waited there for all of six hours before the "express" finally showed up. Then the real drift-bucking began. I guess I shoveled more snow than coal into the firebox on the run to Port Jervis. I had a bad cold at the time and the conditions encountered enroute did everything but help me to shake it.

We arrived at the terminal wearily at 11 o'clock and after a bite to eat I headed straight for the YMCA, where I developed a lively case of chills.

Feeling somewhat worse in the morning, I stopped in at the caller's office to report sick and deadhead home to Susquehanna. The chief caller looked at me as though he'd just seen a ghost.

"For gosh sake, Andy, where did you come from?" he bellowed. "Here I've been looking all over town for a fireman and you drop in to tell me you've got a runny nose! Get over to the house

and onto the *2509*. You're swinging the scoop for train 30 to Jersey City."

I was beginning to build an airtight case for myself on the ground that I was not a New York Division man, when our own Delaware Division road foreman of engines walked into the office and put me to work in no uncertain language.

The ensuing trip revealed to me for the first time the speed built into the *50,000*. Upon several occasions the needle on the speed recorder trembled above the 80 miles-per-hour mark. This pace was far in excess of anything we would have dared to make along the serpentine embankments high abope the Delaware. It was a crisp, beautiful day with the sun shining brightly on a countryside tucked under a big soft blanket of snow. The eastbound track had been well plowed and in some places I could see that the drifts must have been well over ten feet in height.

Somewhere in the neighborhood of Tuxedo I got my first view of a rotary plow in action. It was spuming a geyser of powdery ice-particles in the general direction of the Ramapo River, as snorting freight hogs drove it slowly up the westbound iron.

Arriving at Jersey City, I learned that Port Jervis was not the only terminal in need of my services. Briefly, the situation was such that I was unanimously elected to fire the *2509* back on Number 27, the *Mountain Express*. Oddly, I now had no reason to object, for the novelty of my eastbound run that day had ended the misery of the head cold.

I HAVE already mentioned that the elimination of all unnecessary weight was an outstanding characteristic in the design of the *50,000*. But no story of F. J. Cole's creation would be complete without a word about certain mechanical devices and advancements that she introduced, developments which later came to be accepted as standards throughout the field of motive-power construction.

Starting with the boiler, it is interesting to note that she had 897 square feet of superheating surface—the greatest area ever applied to an American passenger engine up until that time. Compared to another locomotive of equal weight, but having 63 degrees less superheat, she showed in service tests an average of 13 percent greater fuel economy and 14 percent less water consumption, per indicated horsepower, per hour.

During these demonstrations the new Pacific reached a top superheat of 341 degrees, with an average of 276. Inasmuch as her boiler pressure was 185 pounds, the total steam temperature must have stood at about 727 degrees, probably the highest then on record. The term "hot baby" was often applied to her.

The use of cast-steel cylinders called for the solution of a foundry problem. Inside steam pipes were too difficult to incorporate in this method of construction—hence the employment of external pipes. Almost immediately the improved draft and accessibility arrived at by this structural change attracted the attention and approval of American railway men.

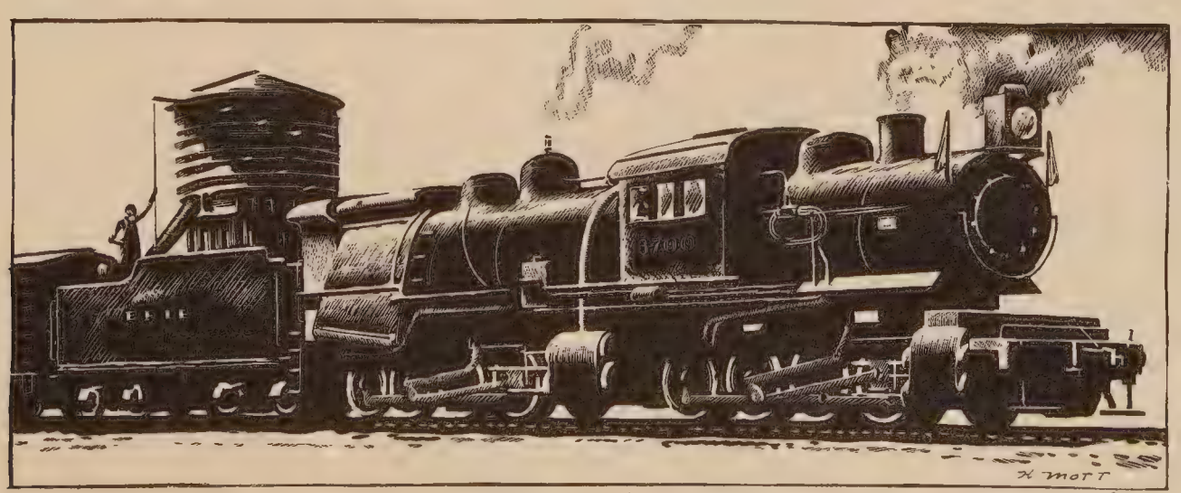
The *50,000*'s screw reverse gear, too, was an innovation on this side of the Atlantic. True, there had been many such applications abroad, but the Alco design embodied important changes from foreign practice and its successful performance was a basic factor in development of the power reverse gear.

Reviewing her many years of efficient and economical performance on the Erie, I cannot but feel that Cole's experimental engine has refunded the original investment many times over. As the *50,000* and later as the *2509*, she could be depended upon in practically every emergency.

Her ability to make up lost time was a foregone conclusion. So was her ability to haul a few extra cars and still maintain her schedule. Ask a former steam engine dispatcher what these two characteristics meant when the rest of the roundhouse was full of heavy and light repairs!

In its later years the *2509* bore little resemblance to the original machine. Gone were the sleek, graceful lines which had thrilled the heart of every lover of good locomotive design. The smokestack and steam dome casing were abortions compared to the trim units originally applied by the builder. What is worse, she had to drag an awkward-appearing Vanderbilt tank on her daily gallops. Feedwater heater, power reverse, stoker and electric headlight—these completed her metamorphosis.

Yet despite these handicaps, the *2509* was one of the highest monthly mileage locomotives on the old Erie Railroad. Years before finally being sent to the boneyard, she was given class repairs such as a new firebox, along with the customary overhaul of driving boxes, rod bushings, cylinder jobs, etc. To show her appreciation after that, the *2509* turned in close to 10,000 revenue miles per month in light express and commuter service between Jersey City and Port Jervis. What more could any railroad ask from a locomotive thirty years old? ●




**Camelback No. 3700 was one of the many other Erie steamers fired by author, Andrew Goolbeck.**

# ORDERS AT CANYON

## Fiction Story by John Johns

ALL THAT day Cloud City was engaged in last-minute preparations for the big run. Men streamed into offices of the Mountain Division to make discreet inquiries. From the dispatchers' room overlooking the Midland Pacific yards clear down to the lowliest grease monkey in the great dingy roundhouse, you could sense an unwonted air of bustle and expectancy.

At length, when the sun had set behind the twin peaks of the Devil's Roost, all was ready. Night's magic had turned the maze of snow-covered tracks into a vast stage for the drama, a stage whose footlights were green and yellow switch targets and the cold white beams of steam engine headlights.

In the dispatcher's office, upstairs over the passenger station, superintendent Ben Halleck was having final words with Matt Murray, the day chief; and with a heavy finger on the trainsheet he said, "It looks good to me."

Murray nodded. "Everything is set. I went over the sheet with a fine comb. All the freights except hotshots should be off the division by midnight. But about these weather reports—I don't like them. We may get a storm. I checked, and it's blowing bad up north and heading this way."

"Well, Matt, hope for the best."

"If you need me—"

Halleck shrugged. "You've done enough, mister. Go on home. Your supper will be cold. I'm sending for McDermott. I want him here early. Mac will be pleased when he sees the condition of his trainsheet."

MEANWHILE, wrapped in a greatcoat, the man under discussion was chewing hard on an after-dinner cigar and pacing the bleak open veranda of the Palace Hotel, a low rambling, wooden structure.

Dan McDermott knitted his brow. It was only eight o'clock, but already the dim white streets were deserted. A fine powdery snow, whipped by violent gusts of wind, had sent the prudent townsfolk indoors. The chief dispatcher knew what that meant. By midnight a blizzard would be howling down the slopes to batter and bury Cloud City.

Mac swore under his frosty breath. He had plans for this night—far-reaching designs that were intended to change the lives of those who made up his private world. Years he had fought and waited for this opportunity. And now he had a date with Destiny! He'd be damned if a minor consideration like weather was going to interfere.

Pulling the coat collar closer around his wrinkled neck, Mac left the hotel and crossed Railroad Avenue. There, alone on a deserted corner, raked by icy blasts, he looked up. Among the lighted Palace windows was one on the third floor front. That, of course, was Alice's room. Alice was his daughter. She must be putting the final touches on her trousseau, hoping for the best. Five years had passed since Alice consented to marry, the old fellow mused. That was a long time. It would be longer still if the storm gods did what they were threatening to do this very night.

McDermott's mind wandered to Cliff O'Hara, his prospective son-in-law. Cliff was a likeable cuss. Had been working in engine service on the Mountain Division for two months "under a flag." Nobody at Cloud City knew his real name, Mac reflected, aside from himself and Alice. But would superintendent Halleck, shrewd and unrelenting as he was, discover the truth in time to prevent Cliff from pulling the Silk Special? It was important for Cliff to handle that run, and do it successfully, in order to redeem himself. His future and Alice's happiness were staked, more or less, on the outcome.

The V in the chief dispatcher's forehead deepened. Even if Cliff did get the Special, would he come through? With King Winter pounding the rugged peaks, the best a hogger could expect was blind running up there on the ledge, guided only by the familiar curving of rails and the muffled crash of wheels over snow-covered switches. The old man remembered the past—a past that Cliff O'Hara was trying desperately to forget.

Cliff had been quite young then and had been found guilty of a blunder that wrecked a train on a four-tracked Eastern system. Ben Halleck had been superintendent, with Dan McDermott as trainmaster. All three had lost their jobs over the costly blunder. Uprooted, they had drifted about like tumbleweeds, booming from one road to another; until now, by a whim of fate, they had come together, unknown to Halleck, on the same division of the Midland Pacific. This road, urgently needing capable men for its steel across the Rockies, had accepted them with few questions. And in two years Ben Halleck, his fires of resentment still smouldering against O'Hara, had become a superintendent again, while his old side kick was now chief dispatcher.

Still gazing idly at his daughter's curtained hotel window and shivering in his greatcoat, Mac pieced together the bits of drama.

Cliff had pleaded for a fresh start. Well, he was getting it. Tonight, if luck were with him, he could wipe the slate clean. For McDermott realized that if the Silk Special were put over the road in record time despite hostile weather, Halleck would stand a good chance of being promoted to general manager and would certainly forgive Cliff or anyone else who'd been instrumental in making this rise possible.

Then McDermott told himself, his "little girl" could be married right away. Everything seemed up to Cliff O'Hara. That lean and hard-muscled young engineer who had won Alice's love was holding their future in his hand.

AS DAN McDERMOTT reported for duty that night a sudden fury shook the wooden building. The big room was noisy with the clatter of a dozen telegraph instruments. Green-shaded lamps cast pools of yellow light on the desks of dispatchers and operators absorbed in their work.

Ben Halleck was standing moodily beside a window looking down at the white-blanketed station yard, where train 9, the *Fast Mail*, was changing power for the westbound dash over the mountains.

A fresh locomotive was coupled on. Car inspectors signaled the engineer to test his brakes. McDermott strode over to his desk. Carelessly he read the reports.

"Murray did a good job," he remarked cheerfully. "Even the relief engines are ready."

He crossed the room to Ted Rankin, the slim sandy-haired dispatcher who was handling their first district, Cloud City to Roaring River.

"How are they running?"

"On the advertised," said Rankin,

"but the storm is heading west and getting worse. In about two hours it will be all the way to Roaring River. The operator at Devil's Roost says it's snowing and blowing about forty an hour."

"But nothing west of Roaring River, eh?" He turned around. "Hey, Curly, how's the second district?"

Curly Davis, the other dispatcher, was a large man, with penetrating black eyes and dark curly hair. He consulted the trainsheet that covered the road from Roaring River west to Valenita.

"Clear and cold. Wind coming up."

"Got anything on the Special?"

"Yeah. The Western Division figures on turning her over to us about 9:30."

Halleck whistled slightly. "They're shooting pretty high, beating the schedule by five minutes!"

"Even with a blizzard," McDermott scowled, "we'll be expected to do as well. That's luck for you."

Number 9 blew off. Halleck turned toward the window again. The chief dispatcher recrossed the room and stood beside him to watch the snowy train pull out of the depot, under a dense white smoke plume, into the darkness.

Halleck lit his pipe and pulled over his chair. "Where do you figure on Nine meeting with Special?"

"If things hold together," Davis replied, "it should be in Tumble Canyon."

McDermott shook his head disapprovingly. "That's not good for a meet on a night like this."

"You're right," the super agreed. "There'll be two flyers racing against each other in a storm, between canyon walls. All you need is one slip."

"There won't be any slips tonight, Mr. Halleck," Davis said decisively.

McDERMOTT glanced at the standard Thomas clock on the wall. In less than an hour they would have the Silk Special on their division—six new baggage cars loaded with precious silk from the Orient.

This train they'd have to coddle. They would fight for it over 250 miles of single-iron mountain railroad. The run was scheduled to break all records from the West Coast to Chicago, enroute to the eastern mills; and a large amount of potential freight business hinged upon whether or not it did so. Timed twelve hours faster than the road's *Continental Limited*, this stunt was the Midland Pacific's grand gesture to attract shippers of raw silk by proving it was the fastest road in the West.

The chief dispatcher rubbed his chin uneasily. "I still don't like that meet in Tumble Canyon against Number 9."

"It's the best I can figure so far," Davis snapped, annoyed that anyone should question his ability. "Of course, I could hold Nine at Medicine Bend or Star Mountain. But Nine is the *Mail*, and laying out the *Mail* for an hour or two won't look so good."

"Okay!" McDermott said hastily. "If it has to be Tumble Canyon, let 'er ride. You keep the *Mail* moving."

"Davis, I'll tell you what to do," Halleck broke in. "Before you make the meet, let me know when the Special and the *Mail* get close. Remember, tonight, *Mail* or no *Mail*, I don't want the Special delayed for a second."

"Listen, Ben," said the chief dispatcher, "Davis is right. We'll deliver that train to the Plains Division ten minutes ahead of time. I got an engineer you can depend on."

Halleck knocked the ashes from his brier pipe. "I'm banking on that. The weeks of preparation, the high stakes the Midland is playing for, our future —everything depends on the engineer."

McDermott wet his lips. His throat was ticklish. "You told me to get the best runner on the Mountain Division, and I did."

"Frank Morrell is our best man," Halleck said, slowly refilling his pipe. "The run will be a feather in his cap. We'll see to it."

But Frank Morrell was not going to handle the Silk Special. It would be Clifford O'Hara. The chief had made a last-minute switch to put his daughter's fiance in the cab. Nervously he shifted his weight. He wanted to drop the subject, keep Halleck from asking the engineer's name until the Special was out of Valenita. Then it'd be too late to do anything else about it.

THE TELEGRAPH cracked. Davis answered in the language of dots and dashes. It was from the Western Division dispatcher at Santa Ana reporting the Special into Valenita. The chief caught the message.

"Damned if they didn't keep their word!" he cried joyously. "They beat their schedule by seven minutes!"

"That's seven minutes for us if we need it," chimed in Halleck, who had just come over. "They did a fine job."

McDermott nodded, busily studying the trainsheet. Davis ran his fingers through his wavy hair and sighed.

"That means a change in these orders —unless I hold the Special for time."

"Advance it!" the chief replied promptly. "Make the departure out of Valenita 9.33 instead of 9.40. Be careful when you break those meets. No bulls, remember! We're sending that high-wheeler against a dozen trains."

Halleck and McDermott listened to the brass pounder tap out his orders. Minutes, precious minutes. Waiting while the flimsies were delivered and the engines and crews on the Special were changed. No words now. Even the telegraph was silent. Davis leaned forward across his desk, alert, tense, hand on the key, waiting.

McDermott thought of O'Hara in Valenita, visualized him backing a sleek mountain racer against the Special. Saw him swinging down from the cab, long-necked oiler in one hand, blazing torch in the other, for a final round of the engine. Saw the conductor come forward with the orders, O'Hara holding a torch high to read the blue-green tissues.

All these things were vivid in his imagination. He saw the two alert railroad men compare time and half ask, half demand, if the other understood the orders perfectly. Before them stretched 250 miles of steel that curved and climbed over four summits, 250 miles of single track that was both the talk of the world for scenery and the Midland Pacific's operating nightmare.

Tonight speed restrictions were canceled. Clifford O'Hara's judgment, an eagle-eye's sixth sense, would set the speed on the hairpin curves of Tumble Canyon and how fast to roll down from Cloud Summitt . . .

"Valenita says the Special is ready," Davis announced eagerly.

Now McDermott visualized O'Hara at his cab window, hand on the throttle, looking back for the starting signal.

Halleck pulled an open-faced gold watch from his vest pocket. Tensely the men waited. When the time read 9:32 he commanded: "All right, let 'er go!"

The telegraph sputtered. Then another period of silence. But not for McDermott. Into the stillness of that room and for his ears alone there floated the chimes of a passenger engine's whistle: Clifford O'Hara blowing in answer to the conductor's lantern twirling him a highball. And again McDermott in his mind's eye was seeing O'Hara. Visioned his capable hands as they grasped the throttle and expertly fed steam to the cylinders. Then the blast of the full exhaust; the big driving wheels turned slowly, getting the feel of the open road; the headlight was throw-

ing its yellow beam through the driving snow. Mac seemed to hear the crash of wheels over switches and out of the yards. Ahead on the main line track the Special was racing eastward, against the time of the stars . . .

THE QUIET of the room was broken by the telegraph. Davis took the message, closed his key, and glanced up at Halleck. "Well, the Special's finally on her way! Valenita said she left town like a rocket."

McDermott grinned. That was like the old O'Hara, all right. He could get a train rolling on her own length.

"Good!" said Halleck. "Get that callboy to bring up some coffee." He returned to his chair.

A cathedral hush filled the room. Men working under green-shaded lamps talked in low voices. There was a spirit of expectancy, of quiet drama. In the intervals when the telegraph instruments were silent the great wall clock ticked like a trip-hammer. But the minutes were like hours to the boys waiting for Creek Crossing, the first station east of Valenita to report, to OS the Special by.

McDermott divided his time between Davis and Rankin, helping the overworked dispatchers to keep the trains moving. Between Cloud City and Roaring River the operators along the line reported snow, wind, and the bottom dropped from thermometers.

Strings of varnish were hard hit by the blizzard. The eastbound *Continental Limited*, pride of the Passenger Department, lost ten minutes bucking through the drifts west of Mesa, while Number 6 rolled into Cloud City with her three rear sleepers frozen.

Freights pulled into sidings and froze solid. An extra west at Sweetwater required the assistance of another engine to help her over Cloud Summit; and X44, the manifest fruit, was blowing that she needed coal and water at the Gap. The stop would delay the *Continental* another thirty minutes and ruin a dozen meet orders.

Curly Davis looked up from his trainsheet. "I just checked on the weather. The storm is all the way west to Medicine Flats. Tumble Canyon says it's snowing and blowing so bad you can't see a foot in front of you."

McDermott sat beside Ted Rankin, issuing orders for the rotary plow.

"If it's that bad now," he said, "what will it be by morning? I wish we had the Special through the Canyon. Anything on her yet, Curly?"

Davis called the operator at Creek Crossing. "Is the Special showing?"

The reply came quickly. "She's blowing for the board. Clear block."

There was a brief silence again, while all eyes sought the clock on the wall. And then Creek Crossing spoke to Davis again: "Special by at 9:46."

Translating the dots and dashes into words, Davis said: "She's by at 9:46. Right on the button."

Every man in the room returned to his work, visibly relieved. Halleck chuckled: "I'll have another cup of Java on that."

Dick Barrows the copier, crossed the room and handed a message to McDermott, saying: "Chicago just shot this in. The vice president wants to know if everything's all right."

Coffee cup in hand, Halleck glanced toward them. The chief dispatcher scratched his head and smiled grimly.

"Why, yes, everything is fine," he said. "Look here, Dick, answer it in your own words. And give him the news he really wants. Tell him the Special just passed Creek Crossing on time."

A violent rush of wind shook the building. Down in the snow-smothered station yard, section men with brooms and shovels swept and dug out the switches. Their lanterns and flaming torches splattered the stormy night like so many glowworms. On a spur, two Consolidations cloaked in steam awaited the arrival of the *Continental Limited* to doublehead her west.

Dan McDermott and Ted Rankin pored over the trainsheet.

"We'll get the rotary out of here ahead of Number One," said Mac. "Blast a hole through Sweetwater and Mesa. We'll have the outfit ready to turn on the wye at Mesa and double back ahead of the Silk Special if we need it—"

"If we do, good night to everything!" Rankin cut in. "That rotary would plug the Special plenty."

"I know, Ted. But I said only *if we need* it. Better to have the Special get here late than not at all."

"That'd never do, Mac!" the super barked sharply. "We can't afford any delay to the hotshot. You've got to take a chance—"

"Sure, I'm taking a chance. Do you think I want to see a record run spoiled by a little snow? I'm only saying it's a last straw. That plow will clean the road. Our silk should roll east before the snow drifts back."

"Hey! The Special just passed Silver River!" Davis yelled. "Glory hallelujah! Better make up your minds. He'll be here before you know it."

"We've got our minds made up," said McDermott, a bony finger on the trainsheet before him. "I'm sending the rotary out ahead of the Limited. With a doubleheader, Number 1 has a good chance of making her time to Mesa for a meet with the Special."

RANKIN reached into his pocket for his cut plug, bit off a chew, and mumbled: "Then it's final, eh? I hold the rotary at Mesa to shoot back ahead of the Special if I have to?"

"Listen," instructed the chief, "we're getting that train into town tonight!"

The telegraph on Rankin's desk broke into sound. Mac listened. The operator at the Gap was reporting that the conductor of Number 2, the eastbound *Continental Limited*, was in his office asking for help. Their hogger couldn't pull the train with one engine.

The chief snapped his fingers in disgust. "Where the hell does he think we have these engines? Here, let me speak to the Gap."

Rankin gave his chair to McDermott. The chief's experienced hand tapped out a message over the wire.

"Gap . . . Gap . . ."

"I . . . I . . ."

"This is McDermott. Is the conductor of Number 2 still there? All right! Ask him to explain why his engineer can't handle the train without help."

The key was silent for a moment, and then the Gap replied. "Conductor says he has two extra sleepers and X44 is still ahead of him cleaning fire and taking water."

"Forty-four will be leaving town in a few minutes," Mac tapped out. "Why can't he follow? I want an answer."

Silence, and again the Gap spoke: "The brains says maybe you don't know it's below zero. This thirty-minute stab behind X44 has all but frozen his train solid. He says he's no magician, and if you are, come on over and wave your magic wand."

McDermott stared angrily at the key and rubbed his chin. He had to think fast. Deciding on the course to follow, he flung back:

"Gap . . . Go get the conductor of X44. I'll have a message for him to pull his train into East Gap siding, cut off his engine, and send her to couple in with Number 2. I'll get an engine to bring X44 in."

McDermott closed the key and wearily shook his head. "Well, that will get those two moving. We need a clear iron for Number 9, the rotary, and Number 1. And order an engine out of here to run light to Sweetwater, help that damned extra west over the Summit, and then turn on the wye at Mesa. If everything holds together, we could use her to handle X44."

The knot untangled, McDermott got to his feet. As Rankin slipped back into the vacated chair, Davis excitedly called from across the room: "The Special is by Little Horn, a minute to the good!"

"That's the kind of news I like to hear," McDermott said. cheered by the words. "Number Nine should be showing at Big Top. I guess Ole Swenson is having his share of trouble climbing the hill. But he'll go over on the card if he has to blow the stack off the old girl. I know the Swede."

SWENSON was, in fact, swinging the *Fast Mail* through the wild stormy night as if nothing mattered but schedules. Ole was a great engineer. Dogged as all Hell. Mac could tell what was going on from the reports coming in. The chief dispatcher knew also that a hundred miles west of him, Clifford O'Hara was valiantly pushing the Special across the lonely cold wastelands of Medicine Flats.

It was not hard to visualize this. The exhaust of the racing engine was a continuous roar. O'Hara bounced and swayed with the pitch of his cab. Tough and wiry, giving his brain and muscles to the job, Cliff moved about the levers with the agility of a panther.

His face was covered with goggles and smoke stain. Peering through the slit of half-opened storm window at the crazy whirling flakes, his hand gripped the throttle more tightly. McDermott realized that the engineer must be giving too much attention to his job even to think of Alice, unless perhaps her strong gentle face and wavy chestnut hair drifted into his consciousness at odd moments.

One operator after another was reporting. Swenson went over Big Top on time and then in quick succession was OS'd by Windy Point and Hanging Bridge. When Milo Junction wired that the Special had streaked through, fifty miles separated the trains speeding toward each other. Sitting beside Curly Davis, Mac studied the trainsheet while the superintendent looked on anxiously.

"Ben, I guess that meet will have to be at Tumble Canyon," said the chief. "If I hold Nine at Star Mountain, it'd knock her out fifty minutes. And it wouldn't be fair to the Swede, the way he's been battling tonight."

"That's right, Dan," Halleck agreed. "We can't purposely delay the *Mail*."

The meeting point settled, Davis called Echo and Star Mountain to take the orders, as follows:

**Form 19 Train Order No. 188**
**December 10, 1905**
**C. & E. No. 9. Eng. 2162**
**C. & E. Spec. East. Eng. 2151**
**No. 9, Eng. 2162 will meet Special east, Eng. 2151 at Tumble Canyon. No. 9 will take siding.**

**B. E. H., Supt.**

The orders were dispatched. Men in the office waited. McDermott glanced at the wall clock. It was time for Number 9 to be showing at Star Mountain. He visualized the operator there standing on the lonely snow-swept platform, lantern flickering in the wind, listening and searching the eastern sky for Nine's headlight. When Number 9 approached, the op would return to the station and pull the lever that changed the order signal from *red* to *clear* several times—a "come on" for the Swede not to stop, that the orders would be delivered to him on the fly.

McDermott could see in his mind's eye the op raise his hoop with orders attached and as the engine rumbled by the fireman poised on the cab steps, caught it on his arm. The conductor riding the steps of the last car snatched at his copy and twirled a highball. Ole Swenson answered with two loud blasts from the engine's whistle and widened on the throttle . . .

THEN Star Mountain called Ted Davis and reported delivery of the orders. Ten minutes later Echo wired that the Silk Special had her copy of the meet and was racing eastward. Tense faces relaxed. So far, everything seemed to be coming along fine.

McDermott talked with the Tumble Canyon operator. "How's the snow?"

"Over a foot," was the answer, "but it's drifting."

"Is the east switch snowed under?"

"I just swept it clean."

"Fine! I don't want Nine delayed getting into clear. Try not to stop the Special. Soon as the *Mail* is into clear, keep your eyes open for the Special and highball her through."

Ben Halleck looked at his watch, and Mac said: "How's the Java? Guess I'll have another cup."

Each to his own devices, the men sought distraction while the big Thomas clock ticked off the minutes. After he had downed two cups of coffee, the chief crossed the room to Davis, and said: "Give Tumble Canyon a buzz, Curly. Nine should be showing."

Davis tapped on the key. Suddenly his fingers stiffened. He stared at the silent telegraph instrument.

"What's wrong?" Mac demanded.

"I can't raise the Canyon!"

Halleck's chair dropped to the floor, and the men bolted from their desks to form a ring around Davis and McDermott.

"Try him again!" said Mac.

"I tell you I can't get him," the brass pounder groaned. "The circuit's open."

"Let me sit down there," McDermott ordered tersely.

Instead of complying, Davis nervously scanned the trainsheet before him, checking his orders to discover a possible error.

"Will you get out of that chair?" the chief shouted impatiently.

"I didn't mix 'em up!" Davis explained. "You can see for yourself."

"All right, all right! We know you didn't. Now let me—"

McDermott slid into the chair and anxiously reached for the key. The circuit was open, the line dead. To locate the break, he plugged in on the Western Union wire and asked for a circuit. Then, given a circuit through Denver to Valenita, he traced the line eastward. He could only get as far as Echo.

"The trouble is at Tumble Canyon," he said hoarsely. "The wires are down. They've been knocked over by the storm, or else—"

Or else? Every man in the room knew the rest. If it was not the storm, then Number 9 and the Silk Special had come together in a cornfield meet.

"I'll try again," Mac said dully.

Halleck shook his head. "Checking won't do any good, Dan. Nine is already by Star Mountain and the Special is by Echo. Looks like they've got into some kind of tangle in the canyon."

"I can't believe one of the engineers has overrun his orders!" McDermott cried, rubbing his hands nervously.

"Might as well face it." Halleck turned to Davis. "Curly, you and Rankin get ready to clear the road. If I don't hear from those trains in fifteen minutes I'm sending out the wreckers."

McDermott dejectedly dragged himself out of Curly's chair and tottered across the room to the window. Hal-

leck, erect and very much in control, went to the side of his friend.

"Don't take is so hard, Mac," he said gently. "We did the best we could. I was afraid of that Tumble Canyon meet, too, but it would have been poor railroading to lay out a mail train just because we—well, because we were afraid. . . ."

Looking down at the snow-swirling station yard, McDermott responded: "I know. I guess the joker just jumped out of the deck on us."

AS THOUGH he was far away, the chief heard Halleck address the dispatchers: "The fifteen minutes are up. Call the big hook! Get them started from both ends of the division. And order at least three relief trains. Barrows, you've got that list of doctors and nurses, haven't you? All right, you attend to that part of it."

Almost immediately above the wind and the storm came the sobbing blasts of the roundhouse whistle calling crews for the wrecker and relief trains. The whistle filtered through the closed window and filled the big room, muting the clatter of the telegraph as Rankin and Davis cleared the road. McDermott's head was throbbing. One thought possessed him: had O'Hara failed?

"The Swede is a good runner," Halleck declared. "And Morell was doing a swell job on the Special. What could have happened?"

Before anyone could answer, the door opened, letting in a blast of cold air and a slim young woman in a storm coat. Snow clung to her chestnut-colored curls; her eyes sparkled with the tang of winter. She hurried over to McDermott. The chief dispatcher whirled around, suddenly alert.

"Alice!" he exclaimed. "Why did you come here? Is anything wrong?"

"Wrong?" she gasped. "Oh, daddy, that's what I want to know. I heard the roundhouse whistle. Did anything happen to the Special?"

McDermott was speechless, but the super came to the rescue.

"Why, yes, Alice," he spoke up gently. "It seems there's been a little trouble. We're waiting for news—"

"A little trouble? You don't send out the wrecker for a little trouble!"

"To be truthful, miss, we know nothing more than what you've just heard. The Special and Nine haven't passed Tumble Canyon. The wires are down and we can't get any information. We're hoping for the best."

Alice stared with a hard light in her greenish eyes. "You're *not* hoping for the best. You know there's been a wreck. You know it. . . . He's dead! And you won't tell me!"

Halleck frowned: "Who's dead?"

"Cliff O'Hara, that's who."

"O'Hara?"

"Yes, O'Hara. It's no longer a secret," the chief's daughter stormed.

Halleck was puzzled. "Mac, what's Alice talking about? Why, we haven't seen O'Hara for years."

"I guess it's about time you knew," said McDermott, choosing his words. "O'Hara is running the Special."

"O'Hara?" Halleck repeated.

The chief spoke rapidly: "That's right. He's been working here two months. He needed a job and we needed engineers. I went to the road foreman of engines and talked Willows into taking him on."

"You had O'Hara working here when you knew the trouble he caused us? When you knew—"

"Ben, listen to me," Mac pleaded. "We've been like brothers, you and I. You've got to believe me when I tell you O'Hara was innocent of that wreck back East."

Halleck glared at him, but Mack kept on talking earnestly.

"O'Hara wasn't drinking, he wasn't asleep. He was just hitting it pretty high to make up time. It was the track. Do you understand? The track! Trying out cheap steel. The switch point broke and piled him up. Someone had to take the blame. We both stuck with him and we had to go, too—"

"The wrecker crew is here for orders," Curly Davis interrupted. "I'll give them the road as far as Star Mountain, tell them to be on the lookout."

"Oh!" Alice stifled a sob.

"Yes, yes, anything you think—" assented McDermott.

HALLECK turned on him bitterly. "You want me to believe you, eh? You're talking about one wreck and now he's into another! Knocked over everything we wanted, everything we worked for!"

But McDermott still defended the accused engineer.

"Ben, there's not a faster runner than O'Hara and none more reliable. I put him on the Silk Special because he was the one man who could make the time, and he was doing it until—"

Alice McDermott was staring straight ahead, twitching her handbag. Just then Davis had leaped to his feet, knocking over his chair.

"Hey! Listen! Listen!"

The telegraph was cracking. Star Mountain reporting. The Special was streaking through!

McDermott ran to the desk and grabbed the key wildly. "Star Mountain, are you sure that was the Special?"

"Sure I'm sure. I'm not nuts yet," came the snappy reply.

An instant later Echo reported: "Number Nine here. Conductor reports twenty-eight minutes delay at Tumble Canyon due to wires down across track blocking Nine and Special. Had to chop way clear. Any orders?"

Before McDermott could reply, Halleck called from across the room: "Yes, there's orders. Tell the conductor when he gets to Valenita to take his whole crew to the Mansion House and have a good supper on me. Tell him to order champagne and anything else he wants, with the compliments of the Midland Pacific Railroad."

That was the signal for general rejoicing in the dispatchers' office, but Alice was weeping softy, tears of joy.

"Cancel the orders for the wrecker," McDermott was laughing. Half hysterical, but laughing. "The boys got an easy day's pay, eh?"

He bent over the trainsheet. He was again the night chief dispatcher—again a fast-thinking machine, directing trains and moving them as though it was a game of chess.

"Special by Angel's Rock—" Davis stopped, thought a moment and shook his head. "Well, I'll be damned! Eight miles in six minutes, and on that kind of track! It's never been done before. I'll bet any money the Special rolls in here ahead of schedule."

Alice was leaning against the wall by the window. Her cheeks were still wet. Halleck placed his head beneath her chin and turned up her face.

"Cliff O'Hara is doing a swell job with the Special," he said. "We're all proud of him."

"Oh, thank you, Mr. Halleck. Do you mind if I wait for him here?"

"Mind?" exulted Halleck. "Certainly not. We're all waiting for him."

"Hey, Ben!" McDermott broke in. "There's a couple of newspaper men on the wire. They want to know if the Silk Special will be on time."

The superintendent chuckled.

"Of course, she'll be on time! Tell them the fastest locomotive engineer in the Midland Pacific is in the cab."

# PASSENGER TRAIN SURVEY

**Westbound Amtrak train 151, *The Manhattan*, en route from Boston to New York and Penn Station via Hell Gate Bridge, on the morning of September 4, 1973, is seen as it hurries along after crossing the drawbridge near town of Cos Cob, Conn.**
Tim Phelps, 215 W. 23rd. St., (YMCA) New York, N.Y. 10011

DESPITE the disapproval of Transportation Secretary Claude S. Brinegar, an Amtrak money bill has been signed by President Nixon, giving the passenger train corporation more independence from the Administration. The bill allows Amtrak to spend $154.3 million in Federal funds, including $107.3 million in new money and $47 million left over from last year. It also increases Amtrak loan guarantee authority from $200 million to $500 million.

**Canadian National Nos. 9424 and 9425 on extra freight arriving at McGivney, N.B., Oct. 21, 1951, from Moncton for Edmandston, and then on to Montreal. Fire destroyed the station and a bunkhouse nearby on Sunday, Sept. 9, '73.**
Kenneth S. MacDonald, Rail Photos, P.O. Box 773, Fredericton, N.B.

Brinegar recommended that the bill be vetoed because it would take away much of his department's power to control Amtrak's expenditure. He also was reported to have opposed a provision giving the ICC expanded power over quality and adequacy of passenger service. Nixon said that despite objections to some sections of the bill, he signed it because progress in passenger train travel was vital.

One provision in the bill overturned a recent ICC decision that Amtrak must pay Penn Central an additional $40 million to run passenger trains between Washington and Boston.

FIFTEEN daily round-trip *Metroliners* now run between New York and Washington, the newest two leaving New York at 7:30 p.m. and Washington at 7 p.m. There is also a new Sunday round trip. *Metroliner* departures are scheduled at various times between 6 a.m. and 8:30 p.m. Amtrak has also standardized at 10 minutes past the hour the Boston departure times of its trains, except the *Merchants Limited*, on the coastal route.

A new train, the *Valley Forge*, is now

running Monday through Friday between New York and Harrisburg to relieve the *Broadway Limited*, the New York-Chicago train, from local traffic requirements. The *Valley Forge* makes all stops previously served by the *Broadway Limited* and new ones at Coatesville, Pa., and Princeton Jct., New Brunswick, and Metuchen, N.J.

Amtrak's *Montrealer* running between Washington and Montreal by way of New York, now leaves Washington one hour later and Montreal 75 minutes earlier to provide better arrival times at New England ski areas. Schedules have not changed on Amtrak's Empire Service between New York, Albany, and Buffalo. But passenger cars have been renovated and observation cars added to the New York-Buffalo trains.

The $63 million worth of new equipment to be bought by Amtrak includes 57 *Metroliner*-type cars for use on the heavily traveled Washington-New York-Boston route. Amtrak says the new cars will eventually enable it to increase daily *Metroliner* service by almost 100 percent between New York and Washington as well as extend the service to Boston.

Since the *Metroliners* went into service in 1969, they have carried considerably more than seven million passengers, according to the American Automobile Association.

Amtrak ordered 70 diesel-electric locomotives and 11 new electric locomotives. Delivery of the electrics will start in November 1974, while the diesels will be delivered early next summer. The passenger cars will be delivered starting within 15 months.

WHO CAN produce an official record of a faster authorized schedule over this portion of the old Lackawanna Railroad? Who has any idea what this special train was, which had orders to better the running time of any regularly scheduled passenger train between Washington, N.J., and Scranton, Pa.? Was there some significant event, on Nov. 20, 1901? While, on occasion, trains may have unofficially equalled the record of one hour and five minutes from Stroudsburg to Scranton over the Pocono Mountains, the old Lackawanna never attempted such fast time for a regularly scheduled train. Today, the old line between Washington and Portland, Pa., is no more. Of course, no passenger trains run on the Erie Lackawanna's Lackawanna tracks, west of Netcong. Perhaps some day Amtrak may be encouraged to restore the badly-needed passenger service across the southern tier of the Empire State—or is that hoping for too much?

ILLINOIS CENTRAL GULF, which serves the South Side and southern suburbs of Chicago, predicts it will have replaced all of its old equipment (44 old-time cars still used) by 1975, Bill Branger reports in the *Chicago Sun-Times*. Other lines, such as the Burlington Northern to the southwest suburbs, have entered into extensive refurbishing programs for equipment now in use.

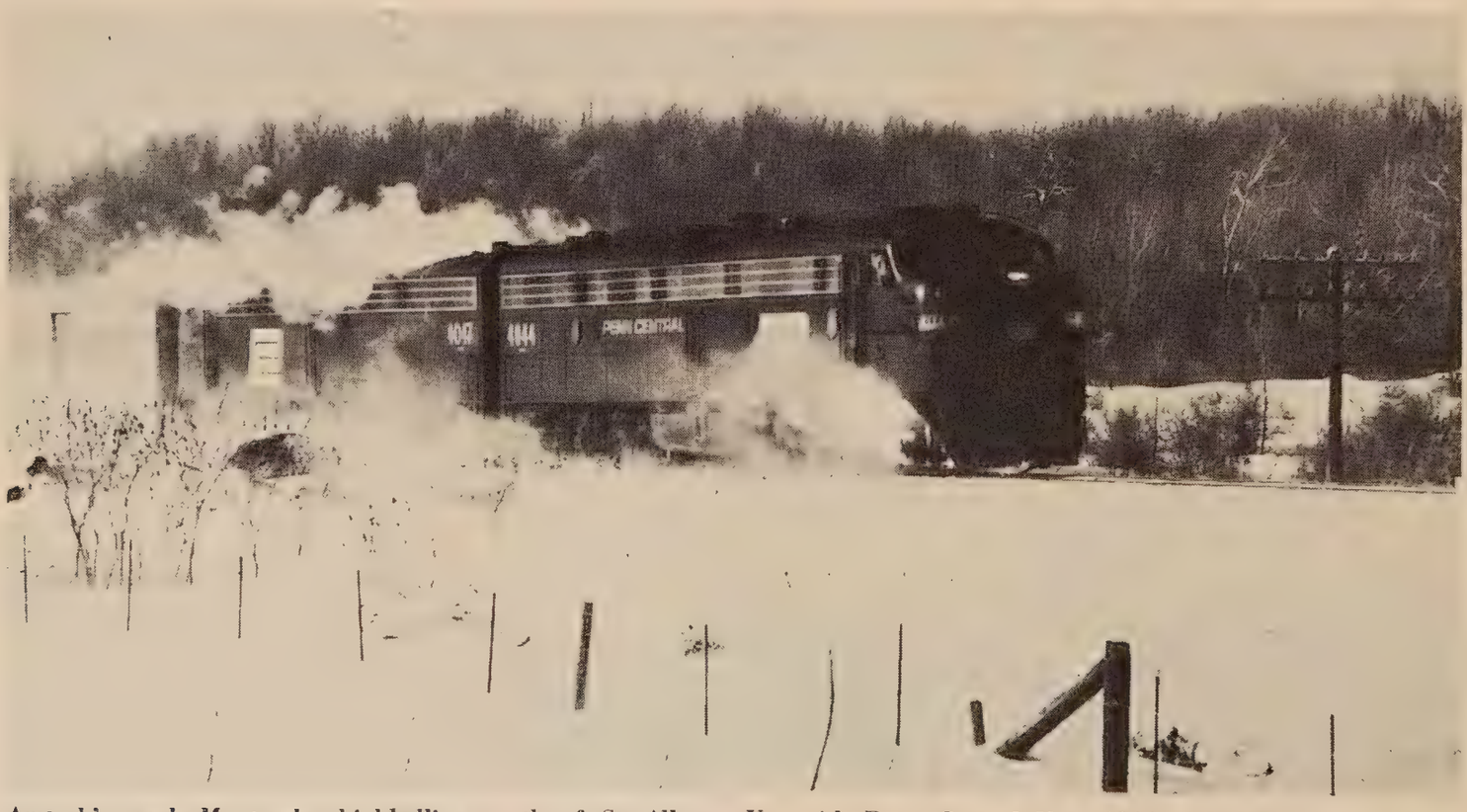
Examination of the trains and stations and a comparison of average times and prices of commuter monthly tickets show surprising variations among the commuter railroads.

BN averages 40 minutes in making morning rush-hour runs between Lisle and Chicago, a distance of 24.5 miles. Chicago & North Western averages 51 minutes to go the same distance between Highwood and the Loop. These figures are based on a recent study. Obviously, some trains are faster than others on the same line.

The zone-type of fare used by BN and the South Shore Line does not mean those lines charge the same prices. The South Shore charges a whopping $53.65 for a monthly ticket between Hammond and Chicago (21 miles). BN charges $29.75 for the same kind of ticket between Downers Grove (Fairview Ave.) and the Loop—a distance of 20.4 miles.

The largest line—in matters of equipment and frequency of trains—does not handle the largest number of people. The ICG is by far the largest line, with over 200 cars of equipment rolling every day, but it handles some 30,000 commuters daily compared with the sprawling North Western's 45,000.

AMTRAK'S request to reroute the *Texas Chief*, which runs between Chicago and Houston over Southern Pacific tracks, has met favorable response



**Amtrak's crack *Montrealer* highballing north of St. Albans, Vt., with Penn Central Nos. 4044 and 4047 along Central Vermont right-of-way. Canadian National crew operated locomotive out of St. Albans to Central Station, Montreal, Que.**

Both photographs by Hugh L. Strobel, 83 No. Union St., Burlington, Vt. 05401

**Amtrak's southbound *Washingtonian*, or better known in the days of steam as the *Bootlegger*, stopped for fuel just north of Central Vermont station at St. Albans, Vt., in February 1973. Crews change and Immigration officers check train.**

from an arbitration panel. This train has been running through Temple, Texas, on the Fort Worth-Houston leg, using Texas & Pacific track. Seeking to block Amtrak's attempt to use SP track for the proposed Dallas service, SP argued that the track is unsafe for passenger runs, in addition to which the proposed change would interfere with SP freight traffic. According to the panel, Amtrak and SP officials should meet to discuss the costs involved in the improvements which would allow the train to make the Dallas-Houston trip in six hours or less.

SO MANY people use the Toronto-Windsor line that Canadian National added a fifth train to its daily schedule on Oct. 28th. What's more, timetable revisions cut the 223-mile trip by 25 minutes. The new train leaves Windsor at 8:30 a.m. and reaches Toronto four hours later, returning at 3:30 p.m.

YOU'D BETTER bring your camera or field glasses and sit on the left side of the train headed north, on the right going south. This advice doesn't apply to any old train trip but the one Amtrak employes call "the only X-rated railroad ride in the United States." The *Coast Daylight* streamliner between Los Angeles and San Francisco/Oakland was so dubbed because it runs along a ridge overlooking a beach frequented by nudists, about 100 miles north of Los Angeles. It's a reserved seat train.

THE RIVERHEAD station building, which served the Long Island Railroad for 70 years, has become a cultural center under the direction of the East End Arts and Humanities Council. The LIRR has allowed the year-old council to have the station for a workshop and exhibition center. It maintains only a freight station at Riverhead.

CITING "considerably greater losses from its passenger service on substantially the same passenger volume," Southern Railway has applied to the ICC for permission to raise coach and first-class passenger fares. If granted in full, the Southern's average revenue per passenger-mile would be boosted to just over 5 cents in coaches and 7.1 cents, first class. Present fares average 4.2 cents per passenger-mlie in coaches and 5.9 cents first class. Even with the new fares, passengers would still pay Southern on the average less than half its cost of providing the service, according to W. Graham Claytor, system president. To put it another way, the service still will cost Southern over $2 for every passenger revenue dollar it gets.

Pointing out that the road's present passenger fares are largely below those of Amtrak, Claytor says the requested rise would put them generally in line with Amtrak fares. However, he pointed out that Amtrak's losses are heavily underwritten by Government subsidy, whereas the Southern, not being a member of Amtrak, gets no subsidy.

In addition to its flagship train, the *Southern Crescent*, between Washington, D.C., and Atlanta, Birmingham, and New Orleans, the Southern operates six other passenger trains—a daily run each way between Washington and Atlanta; a second train each way between Washington and Lynchburg, Va., and the other pair thrice-weekly in both directions between Salisbury and Asheville, N.C.

THE OLD B&O Mount Royal Station in Baltimore was listed on the National Register of Historic Places in the summer of 1973. This was a direct result of the acquisition and renovation performed by the Maryland Institute, College of Art in the 1960's. Today the Station serves as a major educational facility for the Maryland Institute. Almost monthly the Mount Royal Station story appears in publications of various kinds—including *The New York Times, Fortune* and *The Wall Street Journal.*

Now the shed over the tracks is deteriorating. Faced with the difficult fiscal choice of tearing it down or repairing it, the Maryland Institute has begun steps to retain the structure. The first phase of maintenance is currently underway.

The Maryland Institute, College of Art, seeks help from the public in making sure this valuable architectural landmark is not lost. Even small contributions are welcomed.

INTERESTING RAILFANS No. 133

# MALLORY HOPE FERRELL

by FREEMAN HUBBARD

**Mallory Hope Ferrell at Tomboy gold mine (ghost town) located somewhere above Telluride, Colorado, in 1973.**
Photograph by Malcolm Childers

FAR FROM BEING shy and retiring, Mallory Hope Ferrell, known to his friends as "Mal," prefers action, adventure, and excitement. He is a Western Airlines pilot. During the Vietnam War he piloted fighter planes on more than 100 combat missions and says he "enjoyed" it. Elsewhere, in quest of railroad picture-taking, he nearly stepped on an alligator basking in the El Salvador sunshine. He also killed a rattlesnake in the brush beside the Brimstone Railroad at New River, Tenn., was chased by a grizzly bear near the West Side Lumber Company track in California, and was shot at by Federal agents in a Georgia "moonshine" area.

"You might say I've been pretty lucky," he tells us, "but 'lucky' isn't the right word. When the stress gets too much for me to handle alone, I rely on the Big Man Upstairs. The power which has guided me thus far will see me safely through to journey's end."

No. 133 belongs to five railfan clubs and has authored four railroad books. This article will review his latest, *Silver San Juan: The Rio Grande Southern*. A fifth one, *Tweetsie Country*, due out in 1974, deals with the narrow-gauge East Tennessee & Western North Carolina. He is also a top-rank camera artist. Besides helping to illustrate books, his own and others, he has contributed photos to *Railroad, Trains, Model Railroader*, and such important non-rail magazines as *Life* and *Look*, both now extinct; *Fortune, The Post, U.S. Camera, This Week, Sports Illustrated, Modern Photography*, and even *Playboy*.

But he can't stand our rail-girl photos and is quick to point out that his own *Playboy* shots show football, not cuties. "I admire beautiful girls who are rather mature," he admits, "but to my mind, the female types you publish look as if they were skipping a junior high school class somewhere. Such photos are degrading. Perhaps *Railroad* appeals to a younger group and perhaps I am growing older."

Our hero was born in Portsmouth, Va., on November 23, 1935. Although this date was the 103rd anniversary of the maiden trip of Matthias Baldwin's first locomotive, *Old Ironsides*, it had nothing to do with his predilection for steam, which is equal to Mike Eagleson's. Mal's collection of railroad pix

Photograph by Mallory Hope Ferrell

**No. 483 does switching chores at Lobato siding on way to Chama, N.M., with first train in two years over old narrow-gage tracks. Road crosses Colorado-New Mexico line eleven times in the 64 miles between Antonito, Colo., and Chama.**

is very impressive, about 50,000, very many of them taken by himself. He favors *Railroad Magazine*'s steam policy, but says bluntly: "I think Dave Morgan puts out a more sophisticated publication even though it is a little too diesel-oriented for my taste."

His father, with the same name as the son's, boasts an unusual career, first as an underwater welder for a shipbuilding firm and later in a construction business of his own, one of the largest of its kind in the South. As a boy Mal lived at Craddock, Va., a village near Chesapeake Bay, in an area where trains of seven railroads trailed smoke plumes across the sky.

At age nine he discovered *Railroad Magazine* and began riding a bus to the Portsmouth waterfront to buy each copy. Then on a Boy Scout camping trip he made his first railroad photo: an eastbound Norfolk & Western class A wheeling freight across tidewater near Yadkin, Va. He had no railfan friends then. Much later, he met the late H. Temple Crittenden, a two-foot-gauge authority, to whom he dedicated a book, *The Gilpin Gold Tram*.

"Then I came upon *Interesting Railfan* and book author H. Reid, while he was shooting steam," Mal recalls. "I wonder how many people, like myself, know what the H stands for and how he hates it?"

Long ago, *Railroad* printed a letter signed by Reid's full name. He wasn't trying to hide it then. Why he does now mystifies us. His first name is that of a great, heroic warrior-king who died while defending his country from foreign invaders in a battle that made world history. It is a name to be proud of. Among other fine rail cameramen whom Mal regards as friends are Henry R. Griffiths, Richard H. Kindig, John Krause, William Moedinger, Robert W. Richardson, Donald Duke, Richard Hand, and Gerald M. Best, nearly all of whom we have written up as *Interesting Railfans*.

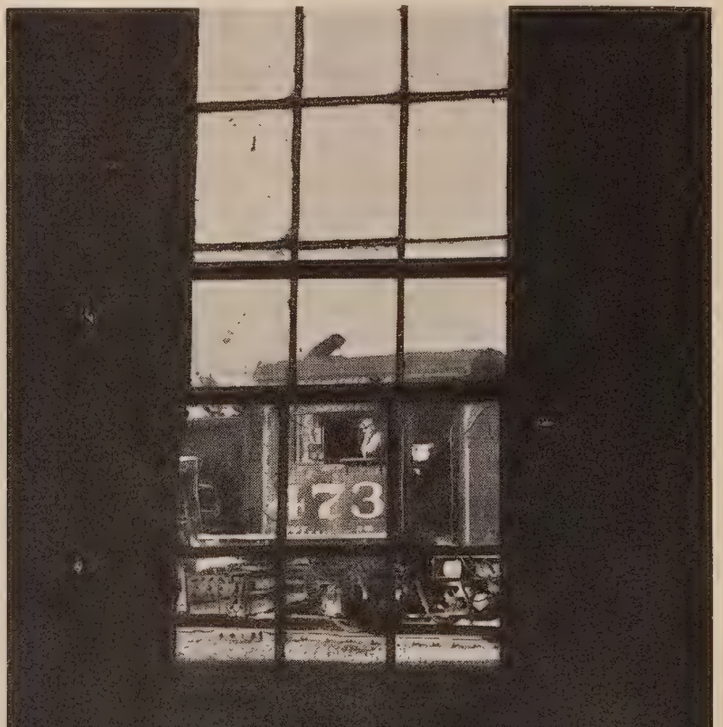
"When I was a small boy," he reminisces, "my parents bought me a Lionel 027 tinplate outfit, hoping to abort my interest in aviation. They feared I might become an airplane pilot, a job they considered perilous. But I had already built models of all World War II aircraft and was reading aviation magazines with the same zeal I afterward gave to *Railroad* and *Trains*. Although I did some HO modeling, I still preferred sky travel. So the inevitable happened. As soon as I was 16, old enough to get a student's license, I began flying a J-3 Piper Cub or an Aeronica at the nearest airport.

**Fans camping beside Cass Scenic R.R. at Cass, W. Va., July 16, '67: (left to right) Rick Jowers, M.W. Holtzinger, and Mal Ferrell. Loco is Shay No. 4.**

**Fireman feeds pine logs into the H.K. Porter Mogul of the Argent Lumber Company No. 1 at Hardeeville, S.C., in '55.**

Photograph by Mallory Hope Ferrell

**Looking through Durango, Colo., roundhouse window in '69.**



Soon, too, I developed a lifelong yen for railroads and photography."

In the bright summers of 1954-'58 he made some short-line photos down South, and is especially proud of those showing the three-foot-gauge Argent Lumber Co. of Hardeeville, S.C. While taking pictures, he seeks to catch the spirit of a railroad, whether it be slick and fast like the Southern Pacific *Daylights* or rural and old-fashioned like Georgia's Talbotton line.

We now hear from Robert R. McLaughlin, bureau chief of the International Medical News Service, Los Angeles. He has known Mal since 1957, when the two of them began an intensive course in photography at the University of Miami in Florida under a former *Life* editor, Wilson Hicks. At that time they jointly scored a professional triumph. They "made" *Life* with a picture-story on the annual pilgrimage of college students to Fort Lauderdale, Fla., as a "*Life* Goes to a Party" feature.

Bob explains: "The editors had rejected our query, saying it lacked national interest, but we sent the photos in anyway and they ran in the last April issue of 1958. Novels and movies such as *Where the Boys Are* followed our initial national story on what turned out to be, in Margaret Mead's words, 'a major collegiate rite of passage.' On another occasion, in California, on railroad property deep in the woods, I recall my friend looking quietly pleased when we overheard one buff say softly to another as we passed them: 'Hey, that's Mal Ferrell, the author!' "

But he cares little for the much-publicized fantrips. "Too many nuts run around in patch-covered jackets," he snorts, "often lacking basic consideration for other people in the way they drive, talk, and shoot trains. I am fortunate in having been able to take pictures of hundreds of steamers before they vanished. Even then, I normally went out alone or with only one companion. During my Air Force days (1959-'64) I often took a jet fighter plane to some base near an active steam operation. My schedules as Air Force pilot and later on the commercial airline kept me pretty much of a loner on railroad trips."

Mal is a guy of medium height, weighs 180 pounds, and has been on a constant diet for years. While on air pilot duty he has to follow certain standards in his appearance: hair not too long, no beard, always a shoeshine, etc. But on days off he likes to wear turtle-neck sweaters and slacks. He majored in architectural engineering at Virginia Tech and graduated from the University of Miami in February, 1959. In college days he worked as a photographer, occasionally shooting fashions and handling magazine assignments. He also edited the college magazine, *Tempo*.

Later, after graduating from USAF pilot training, he put a wedding ring on a pretty finger. He had fallen in love with a high school friend, Alice Marion Moore, a well-set-up brunette with deep-brown eyes and a ready smile. Alice had been attending a nursing school at Portsmouth, Va., and was visiting him on a Thanksgiving vacation.

That was 18 years ago. Alice recently went back to college for a course in interior decorating; will finish this spring. Meanwhile, she gave birth to three sturdy children: Susan Constance, now 17; Mallory Hope Ferrell III, 12, and doll-like Kimberly, 8. The family lives in a large brick house at 235 Main Street, Broomfield, Colo. 80020, just west of Denver and not far from the Rockies. One whole wall of their living room consists of book shelves. Mal has a library of some 3,000 railroad books, including just about all the popular titles published in the past two decades, plus a flock of *Poor's Manuals*, *Locomotive Cyclopedias*, builders' catalogs, and magazine files.

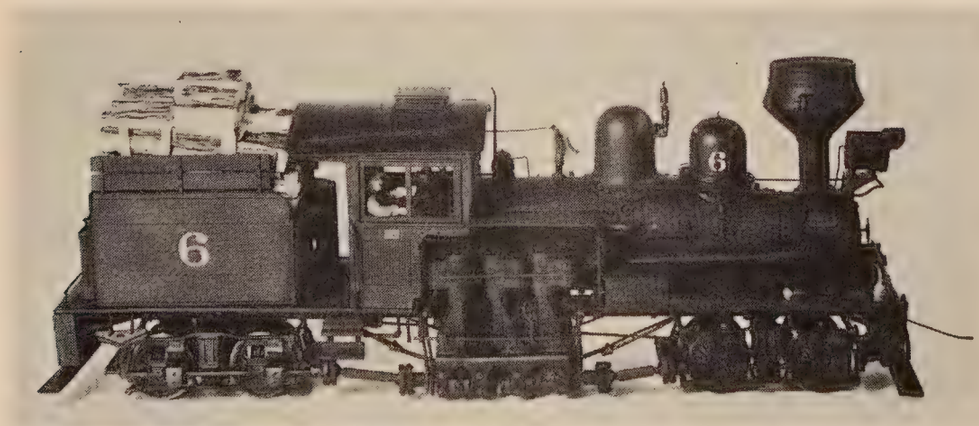
**West Side Lumber Co. No. 15 nears River bridge just above Tuolume, Calif., on line's 3-foot-gage rail.**

For years our subject has been writing for publication and covering photo assignments. He took a *Life* accolade, "Photographer of the Year," in 1958, and eight other first-place awards in various *Life* and *Encyclopedia Britannica* contests. He likewise won an Eastman Kodak contest and a Kappa Alpha Mu photo-journalism award.

Howard Fogg, the Boulder, Colo., artist who painted the frontispiece for Mal's latest book, *Silver San Juan*—which you've seen on our current front cover—describes Railfan 133 as "active, creative, and talented . . . doesn't want to waste a single minute of a day. As a photographer he does his own darkroom work. His soft, musical voice and pleasant manner belie his dynamic personality."

Another widely-known railroad artist, Phil Ronfor of Santa Cruz, Calif., is also a photographer and had a twelve-page photo-story on the Rio Grande Southern in our October 1950 issue. After seeing it, Mal Ferrell contacted him. Eventually they met in Cass, W. Va., for a week-end party thrown by Mike Koch to celebrate the publication of Mike's book, *The Shay Locomotive*. As an aftermath, Phil supplied some RGS shots for Mal's *Silver San Juan*.

A third outstanding artist, John E.




**A ¼" scratch-built model of Michigan-California Lumber Co. Shay No. 6 by Mal Farrell. (This job was a "model of the month" featured in a hobby magazine.**

All photos on these two pages by Mal Ferrell

Robinson of Denver, who is an instrument specialist for Frontier Airlines, made drawings for some of our hero's books and helped him with page layouts. John says research is not Mal's strongest point. He thinks our *Interesting Railfan* should research his books more intensively and use more text material. Both men belong to an informal On3 model railroad club that meets in a friend's house to operate their models on his trackage.

"Mal is a fair modeler," John reports. "He builds mostly equipment of West Side Lumber Co., Shays, and the RGS. After each gathering, we all go out for a few beers."

In addition, Mal is a member of the Rocky Mountain Railroad Club, the Railroad Club of New Mexico, the Rocky Mountain Region of the National Model Railroad Association, and the Narrow Gauge Railroad Association. The NGRA helped to preserve the D&RGW line now being operated as the Cumbres & Toltec Scenic Railroad between Antonito, Colo., and Chama, N.M. Mal even took part in running the first train over the Cumbres after the route had been saved and he assisted in circulating petitions that resulted in the states of Colorado and New Mexico buying the line. Quite a bit of his time is spent at the Colorado Railroad Museum, researching in its fine library and working on its equipment. His *Silver San Juan* is dedicated to the museum's owner, Bob Richardson.

The author describes this book as: "A monument to swaggering miners and steel-eyed railroaders in an era when the word 'impossible' was not part of a man's vocabulary. The Rio Grande Southern was a triumph of imagination and sheer determination known in railroad circles as guts."

**Ferrell children enjoy their private train *Pee-Wee*, April 6, 1969, at the Colorado Railroad Museum at Golden. Shown are Susan, Kim, and young Mal.**

*Silver San Juan* has 676 pages, 8½x11 inches, on heavy coated stock, with 760 photos, seven maps, and eight full-color paintings by Fogg, Ronfor, Mike Pearsall, and Richard Ward. It is a massive work weighing six pounds. Pruett Publishing Co. of Boulder, which put it out, sells it for $19.95, or it may be had from *Railroad Magazine* Book Service for $19. Considering the quantity and quality of material on a nostalgic subject—mountain railroading in the steam age—as well as the author's careful research and lucid writing and the handsome binding, *Silver San Juan* would be a good buy even at a higher price. Its pictures, both black and white and color, roll through the pages like a mighty panorama, supplementing the textual history.

If this were Mallory Ferrell's only book, he would still stand out as a notable rail historian. But he has also done four others: *Rails, Sagebrush and Pine, The Gilpin Gold Tram, The 1871 Grant Locomotive Works Catalog*, and (not yet published) *Tweetsie Country*.

Now let's get back to Mal's home. Four Ronfor paintings hang in his living-room, also two Foggs and a couple that Mike Pearsall made for Ferrell books. No. 133 does all his writing in his den. Four-drawer filing cabinets in one corner hold some 50,000 railroad pictures filed by road and state.

"Last year," the owner tells us, "I bought most of the late Bill Witbeck's photo collection, which added about 23,000 to those I already had. The front of my den has a huge bay win-

**Ex-D&RGW No. 483 on first Cumbres & Toltec Scenic Chama-Antonito train at 9,706 foot Los Pino, Colo., in Sept. 1970.**

dow with a window-seat. You can get a superb view from it. Rolling hills. No house in sight for miles. In one corner is a RGS 'harp' switch-stand, held down by doubleheaded Jeffery spikes. I also have a nice assortment of pre-1915 annual passes from narrow-gauge lines, some rare builders' plates, and a number of scratch-built On3 models."

John P. Killoran, assistant chief of West Virginia State Parks, whose rail and riverboat honeymoon our *Mail Car* section reported last month, has known Mal Ferrell for over ten years. They first met while both were in military service and stationed in North Carolina, one as an Air Force pilot and the other as an Army officer.

"Mal typifies the dedicated rail historian, of which there are relatively few," John writes. "He used his Air Force job to great advantage, flying 'treetop reconnaisance missions' to seek out abandoned logging railroad grades and rusting old engines, or taking 'training flights' to areas of rail interest. He has also made pilot models of locos in HO gauge for later manufacture in Japan and importing to America. It is significant that this man shares his research material and photos with any historian who needs them. Too many widely-known railfans have set themselves up as lofty experts, locking up their treasures for personal use only."

We know a few such fellows. Also a well known buff who was to have been the subject of a personality sketch in our *Interesting Railfans* series, but never made it, because instead of answering our questionnaire himself, he hired a press agent to answer it with lavish praise!

John continues: "Mal and I flew to Denver one day in a C-123 to visit the Colorado Railroad Museum in suburban Golden. On the return trip we had a narrow-gauge harp switch-stand bolted to the floor of the troop carrier as my personal baggage! I wonder what would have happened if we had crashed and the investigators had found that chunk of railroadiana in the plane?"

After Mal had been honorably discharged from the USAF and gone to Virginia to work for his father's construction company, he flew fighters (F-84F) for the state's National Guard. While living there and "commuting" to Oregon by jet on three-day week-ends as part of his Air Guard training, he wrote *Rails, Sagebrush and Pine*, a book about Oregon's Sumpter Valley Railway. What an unusual way to research!

"In writing books," Mal says, "my taste leans toward steam and narrow gauge. I've chased steam over much of North America, also in Thailand, Philippines, Guatemala, El Salvador, Hawaii, British Columbia, Mexico, and Cuba. An idea for a book comes to me when I find the subject appealing but little or nothing about it in print. I begin looking for personal connections, first-hand knowledge, sources of material (newspapers, old railroad men, etc.), and photos, drawings, maps, tickets, timetables, and so on. I find the Denver Public Library and the State Historical Society of Colorado very helpful.

**Mallory Hope Ferrell, son Mal, and their faithful family dog, Barron.**

"Once I went to a tax sale in Gilpin County and bought some real estate, two abandoned old mines formerly served by the county's tram. One of them provided the background of Howard Fogg's painting for the dust-jacket of the *Gilpin Gold Tram*. Then I sent out hundreds of letters soliciting facts, experiences, and pictures. Later, I did the actual writing of the book from 3x5 card notes.

"I enjoy doing page layouts, drawing maps, and sometimes making pen and ink sketches for books. Too many railroad books have neither good layouts nor wisely selected pictures. *Silver San Juan* took me over ten years of spare-time activity. During four of those years I was intensely busy at it. Of course, anyone who expects to get rich on railroad books is out of his mind. I figure I'm lucky if a book repays me for the postage involved. It is a labor of love. My satisfaction lies in the effort to produce a worthwhile book."

Mal says that when troubles gang up on him he finds relief in work. Hard work. Model building, hammering, writing, almost anything to keep his mind off the real problem. Finally, after a sound night's sleep, he has usually figured out a solution.

"My biggest temptation," he tells us, "is to do the things I like to do, rather than what I have to do. I'd much rather hike in the mountains than answer mail; but correspondence is vital to my research, and so I do it."

Mal is a Presbyterian. Like most railfans, he is a non-smoker and politically conservative. Two of his favorite "big names" are film star John Wayne and Senator Barry Goldwater. He hates "give-aways," welfare, and socialism. Likes classical piano music and catchy Dixieland tunes. Years ago he played the sax in a jazz band and the oboe in a symphony orchestra at the same period; and one summer vacation, while in high school, he worked on a loading dock to buy a violin. Ghost towns fascinate him. So do geeping, sport flying, and writing for aviation magazines.

"We have three cats and a dog," Mal informs us. "We sold our horse when Susan, our oldest child, decided she liked boys and her Volkswagen better."

The poet Robert Frost, whom he interviewed and photographed for *Life*, made a lasting impression on him. Mal's favorite novelists include William Faulkner (great-grandson of the founder of a railroad that eventually became the GM&O), John Steinbeck, and Thomas Wolfe. The last-named had a particularly fine style. For example, in *Look Homeward, Angel*: "The summer had passed. There was the rustling of autumn winds, a whispering of departed revelry: carnival was almost done." ●

**Gainesville Midland 301 in June '59.**
Mallory Hope Ferrell

# THE ROBY & NORTHERN: Steam and Juice

## by Stephen D. Maguire

**Roby & Northern Ry. No. 6 at North Roby, Texas (MKT connection). Car is an ex-Nashville, Chattanooga & St. Louis oil-electric which was constructed long ago.**
Photos and map from collection of Stephen D. Maguire

IMAGINE a short line being electrified for trolley operation as recently as 1923! That's what happened in the town of Roby, the Fisher County seat in Texas, where annually thousands of bales of cotton as well as grain crops and livestock come in for shipping to distant areas. No wonder the citizens strove for many years to give their town a rail connection.

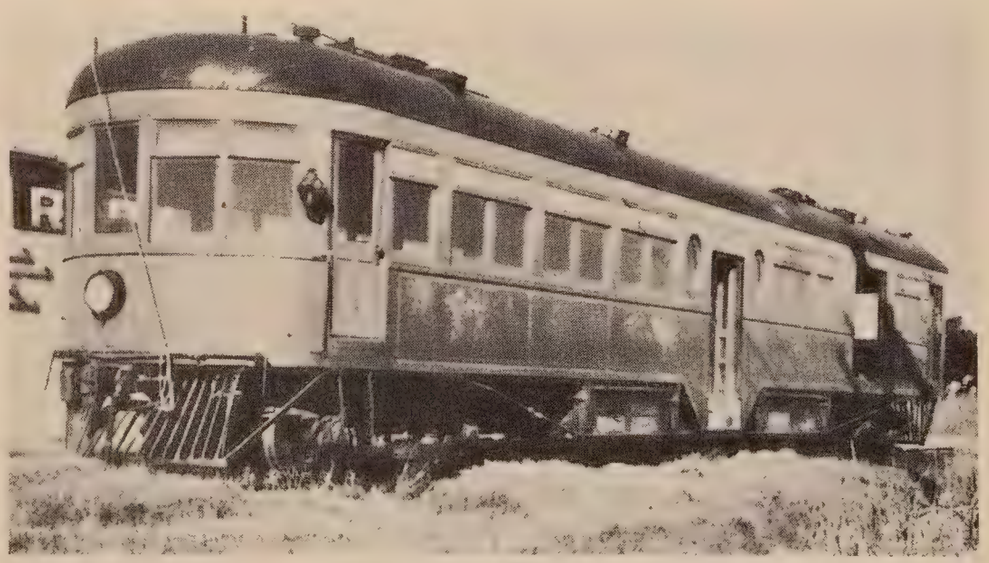
In the early 1900s two railroads were operating near Roby. The Kansas City, Mexico & Orient (now part of the Santa Fe) ran through McCauley, 12 miles to the east, while the Missouri-Kansas-Texas was only 4½ miles to the north; but the builders of these roads had not been interested in curving their tangent to pass through Roby. Roby's people were indignant. In 1907 they began collecting pledges and money to finance a connection with one of the railroads. By 1910 enough funds had been raised to start construction. The line was to be called the Estacado & Gulf Railroad and would run 12 miles between the KCM&O and Roby. Just why it was chosen instead of the much shorter route to the Katy is not known.

Tracks had been laid from McCauley to the Brazos River, halfway to Roby, when funds ran out; and in 1911 the entire project collapsed. The Atlantic-type steam engine, rails, and other materials used in construction were left where they lay. Undaunted, the men of Roby kept on trying to get a rail connection. By May 1, 1915, they had raised $10,000 by subscription and again started building a line into town. But this time it would be the shorter link with the Katy, at what was later to become known as North Roby.

Using their old abandoned engine, lengths of rail, and so on, together with Mogul No. 144, borrowed from the Katy, they went to work again. The job was pushed rapidly, soon completing the connection. The first steam train over the Roby & Northern Railroad was made on December 8, 1915. The little Texas community finally had itself a railroad!

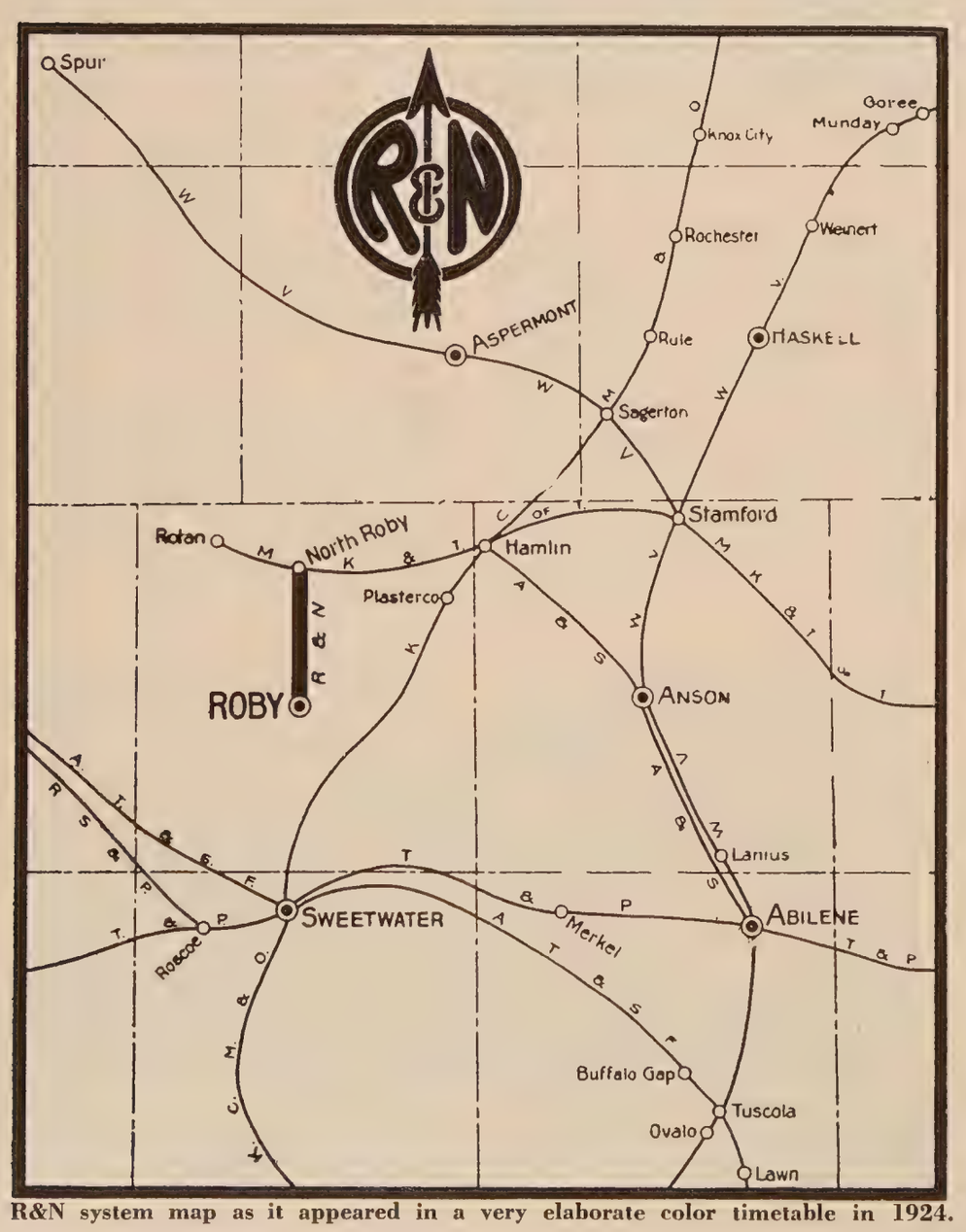
For a while things ran smoothly. A second Katy Mogul, No. 141, was bought in 1916, but was returned to the big railroad a few months later. Around that time the United States plunged into World War I, which took the shortline engine crew into the Army. The R&N acquired a model-T Ford mounted on small railroad trucks and a few small handcars. These were used to haul light freight traffic to and from the Junction. Also, it is said, a team of mules was used sometimes to pull the cars.

After war ended, the road resumed steam operation and in 1922 obtained an 0-4-0 saddle-tanker. This engine kept her original number and remained on the R&N roster as long as the road used steam. But track had been neglected badly. By 1922, the line had difficulty in operating its engine over what a local citizen described as "the worst five miles of track in the civilized world." In 1923, when their railroad seemed about to fold up, the citizens of Roby held a mass meeting to save it. This time they sought help from their power supplier, West Texas Utilities, and its parent organizations, the American Public Service Company.



**Roby & Northern No. 6, ex-NC&StL No. 698, shown sleeping under a Texas sun.**

**Roby & Northern Ry. No. 7 on bridge over Clear Fork River in June, 1941. Motorman obliged cameraman by stopping car.**




**R&N system map as it appeared in a very elaborate color timetable in 1924.**

WTU had built its transmission lines into Roby and was providing electric service to that town and nearby Rotan. And now, recognizing the urgent need, WTU met the suppliants halfway. Negotiations led to the utilities company buying the railroad, with $10,000 being supplied by Roby citizens as their part in the rehabilitatng process. Thereupon, Samuel Insull, the big boss of APC, instructed one of his men, G. W. Fry, to help make the Roby & Northern "The Best Short Line in America," a nickname it carried for the rest of its existence. At the same time, the R&N became one of the last short lines to be electrified for trolley operations.

Then began one of the most remarkable railroad transformations in the history of the Southwest. Early in the summer of 1923 the work of rebuilding the Roby & Northern got under way. A large force of laborers was put on the job. Rotting ties and warped and rusted rails gave way to heavy, freshly creosoted ties, and shining new 65-pound steel. New bridges and culverts were built. Overhead catenary appeared. The old sheet-metal shack that had served as Roby's depot was replaced with modern brick, tile, and concrete.

A 70,000-pound, center-entrance, passenger car was bought from the Nashville, Chattanooga & St. Louis. Built by Electric Car & Locomotive Co. of New York, it was a kerosene-burning electric car No. 698 (or 699) that the large road had used on its Nashville-Lebanon branch in Tennessee. WTU

had it rebuilt for overhead trolley operation; and around that time a McKeen motor car is said to have been seen at Riviera, Texas, painted for the R&N, but apparently was never delivered. The first run of the 698, renumbered 6, from Roby to North Roby was made on November 22, 1923. The town celebrated it with a festive barbecue dinner served to 5,000 men, women, and children, and some oratory.

This car kept hauling passengers and freight, with steam engine 3323 as its only standby, until 1931, when the line bought a second trolley, Birney car No. 7 of the Abilene Traction Co. In 1924 American Car Co. had built No. 7, which was made surplus by the abandonment of the Abilene system. Abilene shop crews converted it to a passenger and baggage trolley and gave it a set of 39E trucks—one of the few instances of double-trucking of a standard Birney car. No. 7 continued to operate on the Roby line, along with No. 6, for the remaining years of the R&N. A metal bar fitted onto it could couple into only one freight car at a time.

Steam engine 3323 remained on the roster, being kept in the barn with the two electric cars. Under ICC regulations she had to be maintained in operating condition. Once a year she was inspected and taken for a trial run of about a mile down the tracks. At one time the R&N owned three freight cars. Two were 36-foot box cars; the other was a reefer.

Purchased in used condition, the boxes were reconditioned and repainted in bright colors with the R&N insigne on their sides. Then came a mystery. They were loaded in Roby for their first run, but vanished! Tracers were sent out to locate them. Eventually one was found demolished in a train wreck outside the state; the other never did show up. Maybe some reader can explain what happened.

The old refrigerator car was used to haul ice from the Rotan ice plant to the ice vault at the Roby depot. After a few years' service, it was condemned and wrecked. By 1940 new paved highways had given the town another outlet for its cotton, grain, and livestock, and the R&N became a costly piece of transportation. In July of 1941 the board of directors held its annual meeting in connection with a picnic dinner at the halfway point on the line. As on such previous occasions, No. 7, the converted Abilene streetcar, was placed in service as the "diner," and the directors held their business session and

(*Concluded on next page*)

## FERROCARRILES UNIDOS DEL SURESTE

*Locomotive Roster Compiled by Sy Reich*

| Railroad Class | Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tractive Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 40 | 41-42 | 380 | GE | 44 ton | B-B | 17,600 | 98,000 | 1949 | 1, 2 |
| 80 | 81 | 800 | GM-EMD | GA8 | B-B | 15,506 | 114,860 | 1962 | 1, 3 |
| 80 | 82-83 | 800 | GM-EMD | GA8 | B-B | 15,506 | 114,860 | 1961 | 1, 4 |
| 80 | 84 | 800 | GM-EMD | GA8 | B-B | 21,700 | 118,900 | 1964 | 1, 5 |
| 100 | 103 | 900 | Alco Pr. | S6 | B-B | 46,000 | 229,500 | 1961 | 6 |
| 100 | 104-105 | 900 | Alco Pr. | S6 | B-B | 46,000 | 229,500 | 1955 | 7 |
| 100 | 106 | 900 | Alco Pr. | S6 | B-B | 46,000 | 229,500 | 1961 | 8 |
| 100 | 107-108 | 900 | Alco Pr. | S6 | B-B | 46,000 | 229,500 | 1955 | 9 |
| 100 | 109-110 | 900 | Alco Pr. | S6 | B-B | 46,000 | 229,500 | 1956 | 10 |
| 100 | 111 | 900 | Alco Pr. | S6 | B-B | 34,000 | 230,000 | 1955 | 11 |
| 200 | 201-204 | 1500 | Alco-GE | FA-1 | B-B | 42,500 | 208,000 | 1949 | 12 |
| 300 | 305 | 1600 | Alco-GE | FA-2 | B-B | 52,750 | 220,000 | 1950 | 13 |
| 300 | 306-314 | 1600 | Alco-GE | FA-2 | B-B | 52,750 | 220,000 | 1952 | 14 |
| 300 | 315-316 | 1600 | Alco-GE | RS-3 | B-B | 53,000 | 248,000 | 1952 | 15 |
| 300 | 317-319 | 1600 | Alco-GE | RS-3 | B-B | 53,000 | 248,000 | 1951 | 15 |
| 400 | 402-403 | 1800 | Alco Pr. | RS-11 | B-B | 53,000 | 256,000 | 1956 | 16 |
| 500 | 510-511 | 2000 | Alco Pr. | DL-721A | B-B | 57,200 | 240,000 | 1966 | 17 |
| 500 | 512-513 | 2000 | GM-EMD | GP38 | B-B | 60,000 | 258,000 | 1971 | |
| 500 | 514-516 | 2000 | GM-EMD | GP38-2 | B-B | 61,000 | 260,000 | 1972 | |
| 600 | 601-604 | 3000 | GM-EMD | SD40-2 | C-C | 87,500 | 368,000 | 1973 | |

Roster is based on data from FUS' Subgerente and is accurate as of July 3, 1973. Locomotive builders: GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric Co. Tractive effort and weight in pounds.

These units are now on the roster: 42, 81-84, 103-111, 315-319, 402-403, 510-516, 601,604.

(1) These units are 3-foot gage.

(2) 41-42 were formerly Ferrocarriles Unidos de Yucatan ?, 203. 41 was scrapped.

(3) 81 was Coahuila-Zacatecas 800, then FUS 81.

(4) 82-83 were originally FUY 204-205, then FUS 82-83.

(5) 84 was originally NdeM 5408, then FUS 84.

(6) 103 was originally Ferrocarril del Sureste 7133-3, then FUS 103.

(7) 104-105 were originally Ferrocarril de Chihuahua al Pacifico 104, 106, then FUS 104-105.

(8) 106 was originally FUY 301, then FUS 106.

(9) 107-108 were CHP 103, 105, then FUS 107-108.

(10) 109-110 were originally FdS7133-1 and 7133-2, then FUS 109-110.

(11) 111 was originally CHP 102, then FUS 111.

(12) 201-204 were originally FdS 7121-1 through 7121-4; than FUS 201-204. These units were scrapped.

(13) 305 was originally CHP 500; then Ferrocarril Sonora-Baja California ?, then FdS 7121-5, then FUS 305. Unit was scrapped.

(14) 306-314 were originally FdS 7121-6 through 7121-14. These units were scrapped.

(15) 315-319 apparently were originally Reading 462, 474, 500-502; then FUS 315-319. 318-319 are being rebuilt to 1800 hp with 251 engines from 402-403.

(16) 402-403 were originally FdS 7123-2 through FdS 7123-3; then FUS 402-403. These units were rebuilt to 2000 hp (1/73) with engines from 510-511.

(17) 510-511 were originally FdS 7123-10 through 7123-11. These units were rebuilt with new engines (1972).

# Maryland Short Lines

*Locomotive Roster Compiled by Sy Reich*

### Baltimore & Annapolis Railroad

| Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tractive Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 50 | 600 | GE | 70 ton | B-B | 35,000 | 140,000 | 1950 | |

### Baltimore & Eastern Railroad (owns no locomotives)

### Canton Railroad

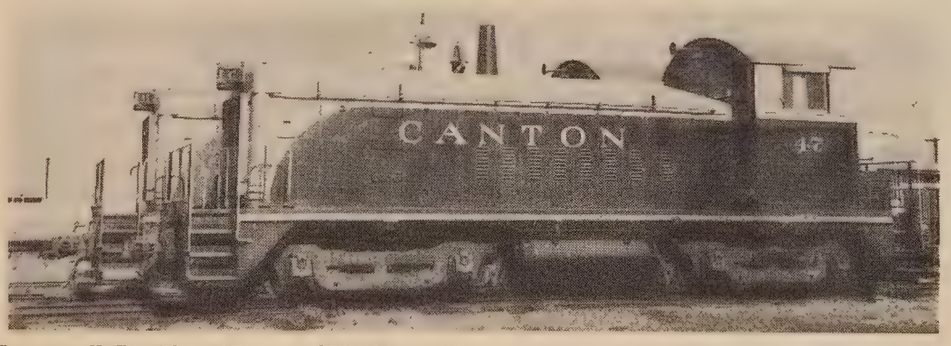
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 20 | 600 | GM-EMC | SC | B-B | 49,900 | 199,600 | 1936 | 1 |
| 21 | 600 | GM-EMD | SW1 | B-B | 49,453 | 197,740 | 1941 | 28 |
| 22-23 | 600 | GM-EMD | SW1 | B-B | 48,940 | 195,760 | 1942 | 2 |
| 24-25 | 600 | GM-EMD | SW1 | B-B | 49,500 | 198,000 | 1949 | 29 |
| 26 | 600 | GM-EMC | SW1 | B-B | 49,850 | 199,400 | 1939 | 3 |
| 30-31 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1944 | 4 |
| 40 | 800 | GM-EMD | SW8 | B-B | 60,245 | 243,980 | 1952 | 5 |
| 41 | 800 | GM-EMD | SW8 | B-B | 61,245 | 244,980 | 1953 | 6 |
| 42-43 | 800 | GM-EMD | SW8 | B-B | 61,845 | 247,380 | 1954 | 31 |
| 44 | 900 | GM-EMD | SW900 | B-B | 61,530 | 246,120 | 1956 | |
| 45 | 900 | GM-EMD | SW900 | B-B | 62,315 | 249,260 | 1956 | |
| 46-48 | 900 | GM-EMD | SW900 | B-B | 62,000 | 248,000 | 1956 | |
| 50-51 | 1200 | GM-EMD | SW9 | B-B | 60,760 | 243,320 | 1952 | 30 |

### East Washington Railway

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 101 | 300 | GE | 45 ton | B-B | 27,000 | 90,000 | 1946 | 33 |
| 102 | 560 | Whitcomb | 65-DE-19A | B-B | 43,300 | 130,000 | 1944 | 7 |
| 103 | 1000 | Alco-GE | RS-1 | B-B | 60,500 | 242,000 | 1944 | 32 |

### Maryland & Pennsylvania Railroad

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 70 | 600 | GM-EMD | SW1 | B-B | 49,500 | 200,000 | 1946 | 8 |
| 80-81 | 1000 | GM-EMD | NW2 | B-B | 62,500 | 250,000 | 1946 | 9 |
| 82 | 1200 | GM-EMD | SW9 | B-B | 60,755 | 254,000 | 1951 | |
| 83 | 600 | GM-EMC | SC | B-B | 62,500 | 210,000 | 1936 | 34 |




**Canton R.R. No. 47, an SW900, with sister loco, in Baltimore, Md., yards.**
Photograph by Sy Reich

## Patapsco & Back Rivers Railroad

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 101-103 | 600 | GM-EMC | SC | B-B | ? | ? | 1937 | |
| 104 | 600 | GM-EMC | SW | B-B | ? | ? | 1937 | |
| 106 | 600 | GM-EMC | SC | B-B | ? | ? | 1935 | 10 |
| 107 | 600 | GM-EMC | SC | B-B | ? | ? | 1937 | |
| 108 | 600 | GM-EMC | SC | B-B | ? | ? | 1935 | 10 |
| 110 | 600 | GM-EMC | SC | B-B | ? | ? | 1936 | 40 |
| 118-119 | 1000 | GM-EMD | NW2 | B-B | 61,660 | 246,640 | 1947 | 41 |
| 121 | 1200 | GM-EMD | SW7 | B-B | ? | ? | 1950 | 11 |
| 122 | 1200 | GM-EMD | SW7 | B-B | ? | ? | 1950 | 11 |
| 123 | 1200 | GM-EMD | SW9 | B-B | ? | ? | 1952 | 13 |
| 125-126 | 1200 | GM-EMD | SW1200 | B-B | ? | ? | 1956 | 35 |
| 127-129 | 1200 | GM-EMD | SW1200 | B-B | ? | ? | 1956 | 36 |
| 130-134 | 1200 | GM-EMD | SW1200 | B-B | ? | ? | 1957 | 37 |
| 135 | 1200 | GM-EMD | SW9 | B-B | ? | ? | 1951 | 44 |
| 144-145 | 1000 | BW | DS 4-4-1000 | B-B | ? | ? | 1947 | 26 |
| 151 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 12 |
| 152 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 12 |
| 153-154 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1941 | 12 |
| 155 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 12 |
| 156 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 39 |
| 157 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 39 |
| 158 | 600 | GM-EMD | SW1 | B-B | ? | ? | 1940 | 39 |
| 160-161 | 1500 | GM-EMD | SW1500 | B-B | ? | ? | 1969 | |
| 201 | 600 | Alco | HH 600 | B-B | ? | ? | 1937 | 14 |
| 202-203 | 600 | Alco | HH 600 | B-B | ? | ? | 1937 | 14 |
| 204-207 | 600 | Alco | HH 600 | B-B | ? | ? | 1937 | 14 |
| 300 (1st) | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1940 | 15 |
| 300 (2nd) | 380 | GE | 44-ton | B-B | ? | ? | ? | 38 |
| 301 | 660 | Baldwin | VO 660 | B-B | ? | ? | 1941 | |
| 302 | 660 | Baldwin | VO 660 | B-B | ? | ? | 1942 | |
| 306-309 | 660 | BW | DS 4-4-660 | B-B | ? | ? | 1946 | |
| 325 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1940 | 15 |
| 326-327 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1940 | |
| 328 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1945 | |
| 329 (1st) | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1942 | 16 |
| 329 (2nd) | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1940 | 17 |
| 330 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1945 | |
| 331-332 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1944 | 4 |
| 334 | 1000 | BW | DS 4-4-1000 | B-B | 57,377 | 229,028 | 1948 | 42 |
| 335 | 1200 | BLHW | S-12 | B-B | ? | ? | 1953 | |
| 336 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1942 | |
| 337-341 | 1000 | BW | DS 4-4-1000 | B-B | ? | ? | 1948 | |
| 342-344 | 1000 | BW | DS 4-4-1000 | B-B | ? | ? | 1949 | |
| 345-347 | 1200 | BLHW | S-12 | B-B | ? | ? | 1951 | 18 |
| 348 | 1000 | BW | DS 4-4-1000 | B-B | ? | ? | 1948 | 19 |
| 351 (1st) | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1941 | 20 |
| 351 (2nd) | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1942 | 16 |
| 353 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1941 | 21 |
| 355 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1943 | 22 |
| 356 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1943 | 23 |
| 357 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1940 | 24 |
| 358 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1942 | 25 |
| 359 | 1000 | BW | DS 4-4-1000 | B-B | 60,500 | 242,000 | 1947 | 43 |
| 360-361 | 1000 | BW | DS 4-4-1000 | B-B | ? | ? | 1947 | 26 |
| 362 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1945 | 27 |

Roster is based on data from Canton's master mechanic, Wheeling Pittsburgh Steel, Pinto Island Metals' vice-pres. and gen. mgr., EW's engineman. It is accurate as of first quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier listed in either the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors- Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse. Tractive effort and weight in pounds.

(1) Canton 20 sold to Republic Steel, renumbered 902 (5/18/63).

(2) Canton 23 sold to Birmingham Rail & Locomotive (7/8/64). Canton 22 sold to Republic Steel.

(3) Canton 26 was originally Richmond, Fredericksburg & Potomac 50, then Canton 26 (5/56), then sold to Jersey Contracting Corp., then sold to Wm. J. McCormack Sand Co.

(4) Canton 30-31 sold to P&BR, renumbered 331-332 (12/22/53).

(5) Canton 40 sold to Wheeling Steel, renumbered 1153 (5/28/63).

(6) Canton 41 sold to Wheeling Steel, renumbered 1154 (10/10/63).

(7) EW 102 was originally U.S. Army 8465, then EW 102 (1/47); re-engined in 1963.

(8) M&P 70 sold to Republic Steel through A.J. O'Neill, renumbered 326 (5/29/59).

(9) M&P 80 sold to Republic Steel, renumbered 334 (11/14/59).

(10) P&BR 106, 108 were originally Delaware, Lackawanna & Western 426, 425: then P&BR 106, 108. P&BR 108 sold to Bethlehem Mines.

(11) P&BR 121-122 were originally Cornwall 121-122; then P&BR 121-122.

(12) P&BR 151-155 were originally Philadelphia, Bethlehem & New England 13, 15, 17-18, 12; then P&BR 151-155. P&BR 154 sold to Barnes & Tucker Coal Co. P&BR 155 sold to Iowa Electric Light & Power renumbered 52.

(13) P&BR 123 was originally Steelton & Highspire 42, then P&BR 123.

(14) P&BR 202-203 might have been numbered, originally numbered, or renumbered 55-56. P&BR 201-207 no longer on roster. P&BR 201 sold to the South Buffalo, renumbered 54, then sold to Bethlehem Mines.

(15) P&BR 300 (1st) rebuilt by P&BR renumbered 325.

(16) P&BR 329 (1st) renumbered 351.

(17) P&BR 329 (2nd) was originally Union Railroad 500, then P&BR 329 (2nd).

(18) P&BR 345 was built by Baldwin without an engine.

(19) P&BR 348 was originally Ironton 750, then P&BR 348.

(20) P&BR 351 (1st) was repowered by BW to a DS 4-4-1000; no longer on roster.

(21) P&BR 353 was originally Union 505, then P&BR 353.

(22) P&BR 355 was originally Pittsburgh & West Virginia 30, then P&BR 355.

(23) P&BR 356 was originally USA 7464, then P&BR 356.

(24) P&BR 357 was originally Union 501, then P&BR 357.

(25) P&BR 358 was originally USA 7461, then P&BR 358.

(26) P&BR 360-361 were originally Reading 28-29; then P&BR 360-361; then rebuilt to P&BR 144-145.

(27) P&BR 362 was originally U.S. Navy 13, then P&BR 362.

(28) Canton 21 was sold to Birmingham Rail & Locomotive, then to U.S. Plywood, then to Railway Supply Co.; then to U.S. Steel's Agri-Chemicals, renumbered 036.

(29) Canton 24-25 sold to Industrial Maintenance Service. Ex-Canton 24 resold to St. Louis Grain Co. Ex-Canton 25 renumbered 25.

(30) Canton 50-51 were originally Appalachacola Northern 707-708; then George R. Silcott 707-708; then Canton 50-51 (10/7/70, 2/5/71).

(31) Canton 42 was sold to Wheeling Steel, renumbered 1155 (2/18/72).

(32) EW 103 was originally Washington Terminal 41, then EW 103 (4/68).

(33) EW 101 sold to George R. Silcott, then to Pinto Island Metals, renumbered 68 (6/8/70).

(34) M&P 83 was originally S&H 23, then M&P 83 (1/68). Rebuilt to an SW900 (Mod) with 900 hp (11/57).

(35) P&BR 126 sold to Cambria & Indiana, renumbered 43 (4/28/65).

(36) P&BR 127, 129 sold to C&I, renumbered 40-41 (10/23/64).

(37) P&BR 134 sold to C&I, renumbered 44 (6/26/67.)

(38) P&BR 300 (2nd) was originally Minneapolis & St. Louis D-340, then P&BR 300 (2nd).

(39) P&BR 156-158 were originally PB&NE, 14, 16, ?; then Cornwall 14, 16, ?; then P&BR 156-158.

(40) P&BR 110 was originally S&H 21, then rebuilt to an SW900 (Mod), then P&BR 110, then PB&NE 50.

(41) P&BR 118-119 were originally Texas & Pacific 1005-1006; then P&BR 118-119.

(42) P&BR 334 was originally Reading 702, then P&BR 334.

(43) P&BR 359 was originally Reading 27, then P&BR 359.

(44) P&BR 135 was originally S&H 40, then P&BR 135, then sold to Vulcan Materials.

lunch on the Clear Fork River bridge.

This affair was like a banquet with a death's head hanging over it. The board decided to get rid of the line. In September, they applied to the Fisher County Commission for permission to discontinue it. After this had been granted, WTU sought a similar permit from the Interstate Commerce Commission. The ICC approval came on November first, whereupon December 31st was set as the day for the last trip across the fertile Fisher County farm lands. Price Campbell, who had been at the controls on the first electrified run in 1923, also handled the controls on the final journey. Afterward, Nos. 6 and 7 were stored in the trainshed with old No. 3323.

Thus the Roby & Northern passed out only a few weeks after the U.S. had entered World War II, making it inevitable that the two trolleys and the steam engine would be scrapped for war metal. Little remains today of the R&N, except for the abandoned depots at North Roby and Roby and the Roby carbarn enginehouse. Information for this story came from *The Electric Times*, the employees' magazine of the West Texas Utulities Co., a 1964 copy discovered by a member of the Texas Electric Railroaders Assn., and from a recent article in the latter's publication.

Actually, the body of No. 6 was sold to a Fisher County farmer for use as a chicken house, while its under part was cut up by an acetylene torch. The body of No. 7 was moved to a vacant lot in Roby, where it served as a restaurant.

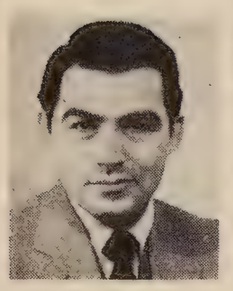
The trucks of the two motor cars and old No. 3323 went to a scrap-metal dealer in Breckenridge. Then the rails were torn up and sold as junk.

When the steam loco was scrapped, her bell was given to Price Campbell, operating vice president, as a souvenir of what had once been proudly known as "The Best Short Line Railroad in America."

**Roby & Northern interurban No. 7 at Roby, Texas, in the fall of 1938.**

**June Barrett is cuddling up beside a New York Transit Authority block signal in IRT's Van Cortland Park terminal.**
Photograph by Robert E. Niebuhr, Bronxville, N.Y.

**New queen of Canadian National railfan trips, 4-8-2 No. 6060, tows dead ex-queen 4-8-4 No. 6218 and train into Fort Erie, Ontario, on Oct. 27, '73. Popular 6218 will be on display at a Fort Erie park.**
Both photographs by Michael A. Eagleson



# IN SEARCH OF STEAM

Mike Eagleson

THE GAS shortage hobgoblin may play a vital part in 1974 steam-rail tourist operations, but that isn't proving any kind of a wedge as far as new ideas and plans are concerned. A non-profit local group in Skagit County, Wash., has been organized to run a 23-mile excursion train between Sedro Wooley and Concrete over the Burlington Northern, using the City of Seattle's Skagit Valley steamer No. 6. She is a 2-6-2 Baldwin built in 1923 for the city's hydro-electric project. Target date is Memorial Day.

The ghost town of Madrid, N.M., is being revived by a group as a tourist attraction, according to Colorado Railroad Museum's newsletter Iron Horse. The railroad from Waldo on the Santa Fe will be rebuilt at an estimated cost of $1.5 million for the 6½ miles. One of the two former Santa Fe 2-8-0 locos at Madrid will be overhauled for use.

IN KEEPING with the "new look" program at the B&O Museum in Baltimore, ex-Chessie No. 377, built in 1902 and now on loan to the Toledo, Lake Erie & Western Ry., will be coming to the Museum complex for possible steam trips out of the area in 1974. The Sausalito, Calif., planning commission has given approval for a trial operation over former Northwestern Pacific right-of-way between downtown Sausalito and the northern city limits by the Sausalito & Richardson Bay R.R., owned by Robert and George Mohn. The Mohns also own four narrow-gage locos and hope to have a test track in operation by May.

AS A NEW YEAR begins, the Ontario Rail Assn. can call 1973 a very busy past. Ex-Canadian Pacific 4-4-0 No. 136, owned by Neil McCarten of Toronto but leased and restored to operating condition by ORA, went west by flatcar to Calgary in May and, renumbered as CPR 144, played a big role in the upcoming Canadian Broadcasting Corp. color TV production, *The Great Railway*. This CP story will be shown on Canadian TV in weekly installments in March and April.

Dr. David Baird of Ottawa's Museum of Science and Technology finalized an agreement with ORA for the repair and operation of ex-CPR 4-6-2 No. 1201, exhibited at the museum for years. A museum sidewall had to be breached to let the Pacific reach Canadian National rails and be moved to CP's John Street roundhouse in Toronto.

WHEN THEY switch from steam to diesel, most of the world's lesser-known railroads simply stop ordering coal and step up purchases of fuel oil. The Benguela Railway in Africa has a different problem: what to do with so many eucalyptus trees. The 109 wood-burning locos on the strategically important line are powered by eucalyptus logs. Aromatic smoke which drifts back to passengers in the dining car evokes another era. Not that Benguela engines resemble relics from Hollywood Westerns, however. They and the rest of the rolling stock are modern and well maintained.

The single track right-of-way stretches from the South Atlantic port of Lobito 838 miles eastward across the Portuguese territory of Angola to the Zaire border. The railway's importance is based on its being the most direct and least expensive export route for copper and other minerals from southern Zaire and Zambia to Europe and the U.S. In any case, the switch to diesel power won't be done quickly. Steam fans should have the opportunity to travel behind a woodburning loco for several more years.

PINE CREEK RAILROAD'S Shay developed a tube leak last October. A wooden plug in each end of the tube was tried, but they didn't hold. Then a new tube plug was made, using a ¾"

**Ex-Canadian Pacific 4-4-0 No. 136 and 4-6-0 No. 1057 are shown storming through Berkeley, Ontario, on a fan-trip operated by Ontario Rail Assn., Oct. 14, 1973. The pair rambled along from Toronto to Owen Sound, Ontario, roundtrip, on two-day excursion. The return portion of the trip was favored with crystal clear skies and spectacular fall foliage. The A-2m class Eight-wheeler and D-10h class Ten-wheeler are both the property of the Ontario Rail Association.**

steel rod with a ¾"-thick steel washer welded on the firebox end and an asbestos gasket to go against both tube ends. This stopped the leak, but was only a temporary measure until the tube can be replaced this winter.

Meanwhile, their Baldwin Prairie is in the repair shop to be made ready for future operation. Gordon Cousins, Pine Creek's new acting super of motive power, with the assistance of Bob Morris and George Robertson, removed the blank flanges that were used to blank off the branch tee to the engines for the successful hydrostatic test. A piece of oak from a tree that had blown down along their right-of-way was squared with a chain-saw and will be used for a new breast beam. This was the first time this was tried; the boys are quite happy with the results.

STEAM WAS again a big attraction at the open day and horticultural show held recently at British Railway's Derby loco works. Some 6,000 visitors were there, and part of the proceeds was donated to St. Christopher's children's home. Jubilee class loco 5690, Leander, and Jinty tank loco No. 47357 were in steam and open for inspection. Both engines had been overhauled at the works: Jubilee for a firm in Stockport and the Jinty for Derby museum's Midland Railway project. Standard class 5 loco No. 73129,

**Crown Zellerbach 60-ton Shay storming up the grade from the barge slip at the Duncan Bay pulp mill in Canada on her last day of operation in Oct. '73.**
Ken Perry, Box 4093, Station A, Victoria, B.C., Canada

which was awaiting overhaul for the project, also was on display, along with modern power and rolling stock.

A CONSOLIDATION, ex-Denver & Rio Grande Western class G-16, No. 278, which has been in Montrose, Colo., for 20 years, is to have a new home, with a hack, at a new Visitor Center established by the National Park Service at Cimarron. The engine and the waycar will be on the railroad bridge across the Cimarron River on the grade to the Black Canyon.

THE *GENERAL,* famed Civil War engine, is permanently enshrined in a museum at Kennesaw, Ga., but citizens there are still uneasy over its safety. The locomotive is housed within the sturdy oak walls of a converted cotton gin that cost $80,000 to renovate. An iron fence prevents thousands of admirers from getting too close. Security guards are on duty around the clock. The reason for Kennesaw's concern over the *General* stems from the long battle the town and the state waged to gain possession. The city of Chattanooga, Tenn., held the engine captive for 70 years. When its owner, the Louisville & Nashville, decided to give the locomotive to Georgia, local officials bodily stopped its removal. It took a Supreme Court decision in 1970 to break Chattanooga's grip on the engine. But even when it was returned to Georgia in Feb. 1972, the *General* was moved quietly and secretly.

A NEW magazine *Motive Power International,* published in Canada, has just hit our desk. The first issue is a culmination of years of work by such writers as Fritz Lehmann, on their staff, who has produced several articles for *Railroad Magazine,* and goes heavy on steam around the world. Lehmann's latest, "The Steam Locomotive and National Technology," is especially good. The magazine is printed in offset and liberally sprinkled with steam pix, rosters, and diagrams. Edited by B. R. Garratt, it is published quarterly by Motive Power International, P.O. Box 39, Port Moody, B.C., Canada, V3H 3E1. Single copies, $1.25; annual subscription, $5; ten issues for $10.

IN A MASSIVE repair shop on the Strasburg Rail Road, where some fine old locos are being readied for display in the Railroad Museum of Pennsylvania, Baldwin-built No. 90, known to thousands of railfans, is getting "the works" by expert hands in preparation for the 1974 season. The museum, a $1.8 million project now slated to be opened next fall, will house extensive collections of engines and smaller railroad memorabilia, including signals and insignias. The museum, as all those who have ridden behind No. 90 know, adjoins the Strasburg Rail Road property. Since parts for the old engines are no longer available, workmen must weld pipes and boiler parts to bring the old prized machinery back to working order.

RUMOR has it that Scenic Railways, operators of the steam Cumbres & Toltec Line, are digging more deeply into what had been just a "passing interest" in running a railroad at Telluride, Colo., on former Rio Grande Southern right-of-way. The town is rapidly becoming a major ski resort and residents are hoping to find an alternative to the congestion and pollution caused by autos. The prospective gas shortage might be the deciding factor.

IN ADDITION to the location of Union Pacific 4-8-8-4 "Big Boys" listed in our November issue, William Farrand, 9621 Estab Lane, Dallas, Texas 75238, says he recently saw No. 4005 at the Forney Transportation Museum in Denver, Colo.

Mark K. Carron, 5770 Westphalia Lane, Apt. C, St. Louis, Mo. 63129, writes: "Big Boy 4004 stands in a park at Cheyenne, Wyo., protected by a fence. No. 4006 is here in St. Louis at the National Museum of Transport. 4012 is at Steamtown U.S.A. in Bellows Falls, Vt. No. 4014 is on the fairgrounds in Pomona, Calif. No. 4017 is at the National Railroad Museum in Green Bay, Wis. No. 4018 is at the Age of Steam Railway Museum in Dallas, Texas. A Big Boy that Union Pacific owns is the 4023 in their Cheyenne, Wyo., yards.

**Past a green woodland backdrop at Mirror Lake, Wash., the Lake Whatcom Railway makes its inaugural run June 3, 1972, with former Northern Pacific coaches, the parlor car *Madison River*, and ex-NP 0-6-0 No. 1070, class L-9, built in 1907.**
Photograph by Michael Wilkie

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

**The moon, like a ghostly galleon riding on choppy seas, breaks through the clouds as McCloud River R.R. 2-6-2 No. 25 (Alco, 1925) waits out the night with steam up for morning call on an excursion train at McCloud, Calif., last June.**

# TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

**Power unit on wheels. This diesel engine-driven generating unit is CP Rail's latest innovation for powering the electric motors on temperature-controlled containers. Built by Deutz Diesel (Canada) Ltd., the 50-kilowatt unit is equipped with a completely air-cooled engine capable of providing power for eight 20-foot or four 40-foot containers. Unit can operate over 100 hours without refueling. It occupies a 20-foot container frame and can easily be moved from one container to another. It is the first of two power units CP Rail will operate in eastern Canada between St. John, N.B.; Montreal, Que., and Toronto, Ontario.**
CP Rail photograph

WHEN I left Pittsburgh, Pa., in June, 1953, fresh out of college, I visited three mostly steam engine terminals on my way back to Cincinnati and a job interview: two on the Baltimore & Ohio, at Benwood, W. Va., and Holloway, Ohio, and the other one on the Nickel Plate at Dillonvale, or Pine Valley, Ohio. Needless to say, those terminals are no longer in steam. The other day I revisited them while on a business trip. The changes I found might interest you.

Benwood is really the B&O's yard and engine facility for Wheeling, W. Va. I had been there twice before, in 1955 and '57, when it was smoky, busy, and bustling, filled with the familiar sounds and smells of railroading. B&O comes in here from four directions: the Pittsburgh-Wheeling line, the Fairmont line, the Parkersburg line up the Ohio River, and the mainline west. Naturally, you'd expect to see many locos in such a place. In steam days there were. Today Benwood's importance is sadly reduced.

When I arrived at the North End, the GP-9 6507, still in her original but somewhat tarnished blue and gold paint and small black lettering of 1956, was noisily making up a freight for Newark, Ohio. Down in the yard No. 9418, an SW-900, was idling on a stretch of track that in 1957 had been occupied by stored 2-8-2's and 0-8-0's. A yard brakeman told me that the power called for the string of freight cars was being checked out at the roundhouse.

So I walked down there and found that, except for a single GP-35, the diesels on hand were the same as those on the 1956 roster. Power for the Newark train was F-7 No. 4472, a GP-9, the GP-35 and an F-7 unit. Another F-7A had been cut off this string and would remain behind. Evidently the tonnage did not require her services. GP-9 6535 stood on the ready track. Another Geep was switching the South End. In the once-mighty roundhouse, one section of which has been made into a diesel shop, I saw an NW-2 switcher and SD-9 1837, a rarity this far west. The foreman said she was assigned to a special mine run. Today, though, and perhaps for weeks, she wasn't being used. Heavy repairs to her prime mover were in progress. Two cylinders had been taken from her left side.

I remembered that in 1957 this house was crammed with live and dead steamers, mostly Q-4B Mikes, with a sprinkling of the huge EM-1 2-8-8-4's, 0-8-0's, and Pacifics. I had seen F-7's and Geeps, too, although the GP-9's were then new, and Baldwin switchers worked the yard. Today, fully three-quarters of the old enginehouse is desolate.

Benwood Car Shops keep a few men busy. As might be suspected in a lonesome area like this, you can find interesting derelicts shoved out on the far ends of the shop tracks. I saw B&O C-307, an aged caboose which had lost its cupola to transfer service, rotting away without benefit of couplers and most of its brake rigging. It was last painted at Keyser, W. Va. in 1956. A B&O hopper, built in 1919, was still loaded with coal heaped high. White-gray stalagmites from the leaching action of the coal had formed on her hopper doors. She must have been loaded years ago and just forgotten. An old wooden-bodied Chesapeake & Ohio coach, fitted for Signal Department work, carried a repack date of "Saginaw 8/67, C&O." She had been stencilled for use on the Northern Region and at one time was probably a Pere Marquette car.

As I left, the Newark train was ready to go. Just then I got a glimpse of a Whitcomb 65-ton center-cab switching gondolas. That used to be the Benwood & Wheeling Connecting Railroad. Now it's stencilled "Wheeling Steel Corp."

I drove along Ohio Route 7 north out of Bellaire, following the single track of the B&O west and the rusty, mud-ballasted Penn Central. Further on, the old NKP, now Norfolk & Western, came into view. So far as I could see, nothing was moving or in evidence on any line, although on the PC tracks through that area there were many cuts of cars. I headed west to Dillonvale, where in 1957 I had arrived just one month late to find a 100% steam operation. On that memorable day I had gone to the NKP's open-air service facility at Pine Valley and seen a dozen brand-new SD-9's and DL-702's, shining in the sun and smelling like fresh paint. I remember asking a hostler about 2-8-4's and Lima-built Mikes and he said something like "You should have been here last month."

Now it's not even Nickel Plate. The yard is still there, filled with N&W, NKP, and Virginian hoppers, and the small diesel servicing area is the same; but the lone locomotive that greeted me the other day was N&W 2342, ex-NKP 342, an SD-9. Her N&W blue paint was fading and the old NKP black and yellow was trying for a comeback. Likely she has spent her entire career working out of Pine Valley.

This is Coal District 8 of Eastern Ohio, infamous now for its strip-mining atrocities and for Hanna Coal Company's mighty electric shovel, "The Gem of Egypt." The operator informed me that in 1950 there were 25 regular crews working out of Pine Valley. Today there are ten, three on the "mill jobs" and the others on mine runs. At least 11 diesel units are assigned here. No. 8 coal used to be valued as steam locomotive fuel and Great Lakes oreboat fuel; but those markets are, of course, long gone. For an area that once boasted 2-6-6-2's, doubleheaded 2-8-0's, "water buffalo" 4-8-2's, and Wheeling & Lake Erie's great 2-8-4's, the District 8 today is a gloomy shadow of its former self. But it won't look quite as bad when new trees get a foothold on those denuded hills.

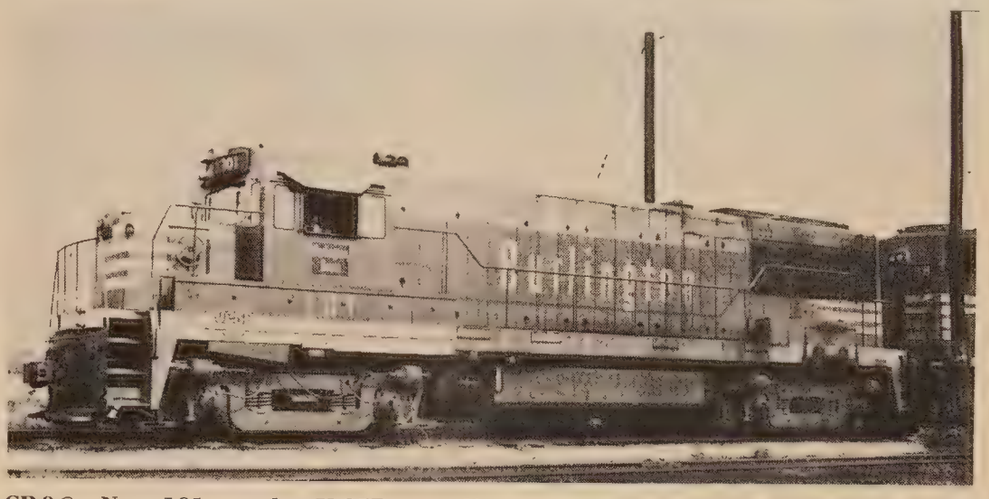
Leaving Pine Valley, I drove west toward Holloway, a B&O coal assembly yard and crew change point. Coming down the hill on Route 150 out of Flushing, Ohio, I caught sight of a headlight, and just barely made it to a crossing to see B&O 4810, a GP-38, and a sister roaring up the grade with a string of eastbound empties. She was then four miles east of Holloway, all upgrade, and both engines were straining hard in run 8. Speed was down to five or six miles an hour. I got a good look at why B&O had to beg C&O for equipment back in the early Sixties.

A lot of cars in this train were C&O and ex-C&O hoppers, also a few old B&O offset-sides of the 1945-55 vintage. All these were rolling junkpiles, full of holes, battered beyond belief, rusty, some with no lettering and most with badly scorched sides. B&O is obviously getting the last miles out of these veterans.

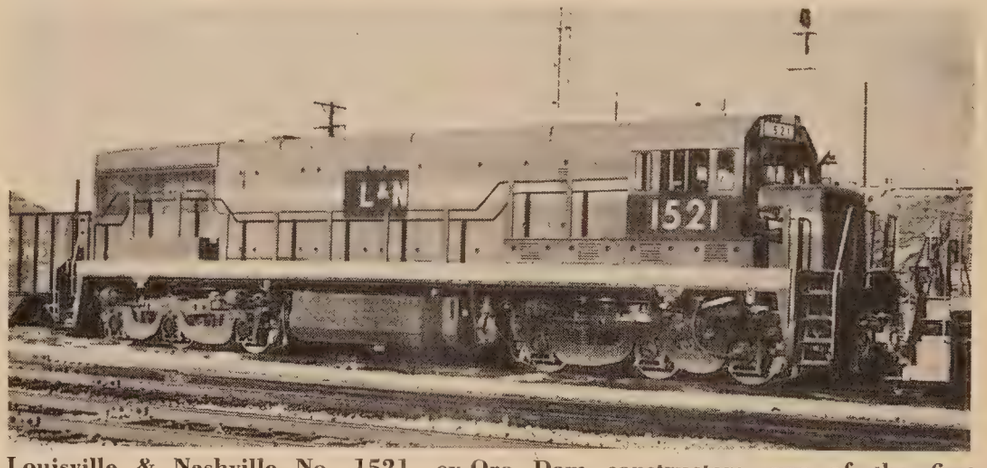
Holloway also was a great spot in 1957, if you went for coal and big steam. EM-1's were standard road power between here and Benwood, and "Big Six" 2-10-2's were used west. In 1957 I saw a Big Six on the Holloway hump, too. The roundhouse, now razed, was full of them. Holloway today is doing much the same job; breaking up coal drags in from West Virginia and sending them either to the docks at Lorain or on west to Willard and the mills at Gary and Chicago. Empties coming east are dispatched to Benwood and ultimately wind up on the Monongahela Division via Fairmont, W. Va.

A new twist these days is the Unit Train, which does not yard at Holloway westbound or eastbound. Usually it is made up of Greenville Steel Car Co. "bathtub" gons, with solid bottoms used for car dumper unloading. Consolidated Coal Co. is the shipper. There was one car, an empty, in the shops

**GN 2504 shows one-piece windshield and dynamic brake options of early U-25B.**



**CB&Q No. 101, early U-25B at Chicago. Note one-piece windshield, the dynamic brake grids and a railroad-added headlight on short nose by steps.**




**Louisville & Nashville No. 1521, ex-Oro Dam constructors, one of the first U-25C's built. Note no dynamic brake. Photo taken at Decoursey, Ky., in '67.**

**Frisco No. 821, later U-25B, shown with two-piece windshield in Birmingham, Ala., March 28, '70. Plow and air-hose receptacle pilot was added by road.**

All four photographs by Don Dover

**Central Indiana No. 1, shown at Anderson, Ind., in 1950, is a mid-production SW-1, with new stack and single hood taper, but retaining old cab-windows.**
Jim Edmonston Collection

the day I was there. Power in Holloway was a direct contrast to the first-generation equipment I'd found in Benwood. All power there was GP-40 or GP-40-2. I did not see anything resembling a switcher. Come to think of it, switchers didn't operate there in steam days, either.

West of Cambridge on I-70, I overtook a freight which I guessed was the Benwood-Newark train I had left in Benwood. I got off at Zanesville and waited at the station. There I saw orders in two hoops leaning against the door, but no operator or sign of life around. Presently F-7 4472 stopped in front of the depot. The head brakeman went over and picked up the orders; then they picked up a cut of four cars, which were added to the head end of the train. I left before he pulled out, so I cannot tell you how the hind end got their orders. Leaving Zanesville, I caught sight of the N&W engine in town, an EMD SW-7, a former Nickel Plate unit. In 1957 the Zanesville switcher was an ex-W&LE USRA 0-6-0.

MAJOR American railroads added 1,215 diesel electric locomotives to their fleet during the first nine months of 1973, an overall increase of 412 units, reports the Association of American Railroads. New engines put into service exert an aggregate horsepower of 2,814,155, compared with 1,423,800 for the 803 units that were retired.

In September, 112 new units were installed and 80 retired. As of October 1, the diesel electric fleet totaled 27,240, up from 26,828 at the beginning of the year. Aggregate horsepower on October 1 stood at 55,542,615, compared with 54,152,000 at the first of the year. A total of 377 new engines are on order, with 63 being rebuilt.

A DEPRESSION hit U.S. railroads in 1959. Freight dropped; passenger business sank even lower. But we heard predictions of better days ahead. EMD reigned supreme in the loco world. Alco ran a fiighting second. Fairbanks-Morse and Baldwin had given up, for all practical purposes. Many examples of all builders' products roamed the mainlines and yards. General Electric, which had been in railroading, almost since its beginning, was building B&O electrics in 1895. However, GE had not produced a road-type diesel of its own. Breaking off an agreement with Alco in 1953, GE continued to produce the line of industrial-sized switchers which made it famous. But GE's image changed in April, 1969. Two units rolled into the sun at Erie, Pa., that were to change the entire U.S. diesel market. GE demonstrators 751 and 752 were billed as export units and given model number XP-24-1.

What prompted GE to market that unit in the U.S.? Performance of the demos? Acceptance of the new high-horsepower unit? Whatever the answer, it was a masterpiece of timing. GE designated 751-752 as U-25B, (U, I believe, used to mean Universal. 25 refers to 2500 hp and B means four-wheel trucks.) In 1960, three four-unit demo sets hit the rails and the U-25B immediately became a hot item. Demos 2501-2504 went to the Union Pacific while 753-756 and 51-54 went to the Frisco. The two GE original demos, 751-752, were never sold and were eventually cut up at Erie after being stripped of usable parts.

From 1960 to February '66, when the higher-hp U-28B replaced her in the catalog, U-25B sold 478 units, all in this country. The first U-25B's were high-nosed, following the lead of 751-752. This soon went out of favor and all U-25's, except the 751-752, the Frisco 800-807, and UP 625-636, were built with the low or chopped nose.

The U-25B is big, with cab three-quarters back. The hood and roof line are clean. A single oblong stack set crossways to the body is positioned just ahead of the large radiator area. The sides of this radiator area are protected by screening. Units with dynamic braking feature have grids set in this screened area; otherwise there would be nothing to stop you from looking right through the unit. In autumn U-25's run where many trees usually have large collections of leaves clinging to these screens, evidence that the air intake is something fierce.

On earlier U-25B's, the front windshield on the cab was a large one-piece affair, the short front hood almost flat. Later, a two-piece windshield was adopted to save the cost of replacement; and the low nose was sloped forward for better visibility. The rear of a U-25B is very plain, gently rounded and sloping in toward the top. A headlight and numberboards are usually the only adornments. U-25B's ride on the GE motor-equipped AAR type B road truck.

U-25B was the first "second generation" diesel. EMD quickly followed in 1961 with the classic and very successful GP-30; and in 1963 Alco went all out with the new Century line. U-25B evolved into U-28B in 1966, with the first U-28's getting a late U-25 carbody, making them outwardly indistinguishable as in the case of Pittsburgh & Lake Erie's U-28B's. This practice was followed in GE "U-boats." (Incidentally, General Electric dislikes the term "U-boat," but it seems to be here to stay.)

GE brought out a C-C version of the U-25 in September '63, with a slightly longer frame and a much shorter low nose. It put U-25C on its own tri-mount six-wheel truck, which resembled the lines of the Alco double-equalized tri-mount then in use. The first U-25C went to Oro Dam Constructors as its 8010 but subsequently was destroyed in a wreck on that line. After the dam had been built, all Oro units went to the Louisville & Nashville, except for the 8010 and 8016, the wreck victims. They became L&N 2519-2915. The U-25c sold 113 units between September '63 and December '65, when U-28C came out. Burlington Northern has the heaviest concentration of them, having gotten 12 from the Burlington and 30 from the Northern Pacific. Other owners are the LS&I, L&N, PC (ex-Pennsy), and Seaboard Coast Line (ex-ACL). Both U-25b and U-25c get 2500 hp from a 16-cylinder turbocharged FDL-16 engine, a Cooper-Bessemer design that GE bought outright and has since used in higher horsepower ratings in later "U-boats." General Electric now labels the FDL-16 its own.

GENERAL ELECTRIC announces

a new model, the U-18BT, an 1800-hp end-cab switcher. This is competition for EMD's MP-15 and Montreal Locomotive Works' M-420TR. No orders have been reported and I haven't yet heard of a demo being built, but I have seen a drawing of the proposed unit, and from the cab forward it's a U-18B. Ahead of the cab is a pronounced depression in the hood like the M-420TR. It will be interesting to see who orders them. Prediction: SCL, L&N, PC, possibly N&W.

A RECENT book, *Through the Heart of Ohio,* was mentioned in *Railroad Magazine*, and I get requests on its availability. This well-done, magazine-format, picture-history of the Columbus, Delaware & Marion Electric Co. (interurban) may be had at $6.95 from Terminal Press Division, Aldix International Corp., Union Terminal Bldg., Cincinnati, Ohio 45203, or may be had at a discount from *Railroad Magazine* Book Service. It is soft-bound, has 64 pages, a large foldout map, many rare photos, and a beautiful full-color cover of CD&M Redbird 501.

AGAIN I need help from a Mexican railfan living in or near Saltillo. Rumors persist that two of the National of Mexico's giant Baldwin centipedes (DR-12/8-1500-2) are still in existence. Apparently the last two were bumped off a Saltillo helper assignment by two new SW-1504's from EMD. I need photos, of course, but just some confirmation with numbers would help a lot.

## "A Day to Remember"

MISSOURI PACIFIC presently has on the books the largest locomotive and equipment order in its history. However, until the new power arrives, MoPac will continue to suffer from a severe power shortage, according to Bill Church, a MoPac conductor who lives at 512 55th Terrace Drive, North Little Rock, Ark. 72118. Bill sent us the following account of a recent trip:

"The dispatcher at Little Rock and our crew were not in the best of moods when we were called for a drag freight, No. 151, with only one unit, B&O GP-30 (2250 hp.) numbered 6909. The MoPac is power-short, and alien units from all over the U.S.A. show up on our freight trains. In fact, in the diesel house at Little Rock I have seen complete lashups of UP's, L&N's, Southern's and PC's, and single B&O units. I understand we have leased some Penn Centrals and B&O's, but back to the story.

"The upper half of the midnight-to-8 a.m. fleet of southbound trains also had been called, and we were right in the center of the mess with 7100 tons and one unit. After a delay of 58 minutes we were ready to go. Johnny Wright nudged the slack in on those 99 cars and with much effort pulled this mass of steel into motion. Just after hitting the mainline we passed the HLS (Houston-Little Rock-St. Louis) freight and left double iron at Harville Jct.

"The yellow signal on the approach to Neelyville did not surprise me, because the ED (EL Paso-Dupo) hotshot was long overdue. At Neelyville, I talked with dispatcher Henson, who gave us the short lineup. In a short matter of hours three southbound hotshots were to be called, plus a fleet of northbounds already in motion. We'd have to make double iron for them, or tie up on the road for the 12-hour law.

"We had 7170 gross tons, far too much for fast running, but our B&O 6909 handled our train like we had only half that much. Outside of the 26 minutes at Peach Orchard for inspection, we hauled freight south at 25 mph. At 8 a.m. Bill Henson went home as Don LeCaz came on duty. First trick is hot for him. He already had ordered three hotshots out of Poplar Bluff and had two northbounds ready to enter single iron at Campbell Jct. Don cancelled our Bald Knob orders and had us set out the 30 Memphis cars at Newport on account of the pull over the knob at Bradford, Arkansas.

"He put the HC (Houston-Chicago) in the hole at Tuckerman, and let us drag over to Campbell Jct., where the AA (Arlington-Alton Southern) train was on the east rail. After a short delay of setting out our tonnage at Newport, we headed for Little Rock. At North Bridge Jct. the HA (Houston-Alton Southern) frogged us for seven minutes when his hogger drew off too much air going through the 50-mph turnout, and had to stop.

"Then the real test came. We had just a few minutes to make double iron at Russell Jct. for the flotilla of northbounds and keep ahead of the southbounds. We cleared Russell Jct. just as the LC (Little Rock-Chicago) got a high green to go north. A mile or so south of Bald Knob depot we met an extra north on the west track. Bow Don had a stretch of east rail out of service, due to a tamping gang at work, so he put us through the crossover at HIG, and we ran on the west rail to Wacross, where he switched us back on the eastbound. We met the ND (New Orleans-Dupo) at JAX, and made it to Little Rock, where three other northbound connections had been called.

"While this isn't solid piggyback running, it was a remarkable feat of railroading. One unit with 7170 tons and a fleet of trains in both directions, but the only one delayed was the HC at Tuckerman. Our B&O 6909 really did her stuff. Eight hours and 55 minutes on duty with a drag on the Arkansas Division was a day to remember."

That big MoPac equipment order, $75,000,000 worth, will buy 60 new diesels, 2519 freight cars, and 60 cabooses. The diesels will be 49 EMD SD-40-2's, each 3000 hp, and five EMD MP-15 1500-hp switchers, plus six GE U-30-C's at 3000 hp apiece. Freight car orders also are included.

Send diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

**Union Pacific No. 625, a very early U-25B, showing high-nose and old cast ladder-style steps, later replaced by Pullman steps, at Cheyenne, May 1971.**
Photograph by Don Dover

Artist's version of the Lafayette Square station of the Niagara Frontier Transportation Authority's planned Metro rail rapid transit line in the proposed Regional Center mall in Buffalo, N.Y. Main Street downtown will be covered, motor vehicles excluded, and the pedestrian mall air-conditioned in the summer and comfortably heated during cold weather.

STEVE MAGUIRE'S

# TRANSIT TOPICS

NEW YORK STATE voters have again rejected a multi-billion-dollar transportation bond issue, causing uneasy speculation over the likelihood that New York City mass-transit riders may very soon have to pay a huge increase in subway and bus fares over the present 35¢. The transit workers, whose old contract will expire March 1st, may demand substantial raises in wages and benefits. William Ronan, head of the Metropolitan Transportation Authority, warns that unless city and state come up with additional millions, New York City subway and bus riders may be stuck with a 60¢ fare, while suburban rail commuters face as much as a 70 percent hike as of March first!

Meanwhile, Herbert Elish, the city's environmental administrator, reports the subways are so noisy that anyone taking a 20-minute ride suffers hearing difficulties from it for about 40 minutes afterward. He has outlined a short-term plan to cut subway noise in half for less than $3 million. The proposal is part of a $337 million plan to reduce noise levels underground over a period of years.

A study of the city's subway stations shows a noise level as high at 114 decibels, with the worst of it on the Independent Division. Elish says short-term benefits for subway passengers could be achieved by adopting a new and quicker method of grinding rails to make them smoother and by speeding up the process of wheel truing to keep the train wheels rounded. It's a great idea, and we're for it. But the defeat of the transportation bond issue on November 6th suggests that nothing will be done about it, at least not in the near future.

FEDERAL intervention to keep the Milwaukee Road from continuing to dismantle its electric lines is urged by the Washington Society of Professional Engineers, which long has campaigned for electric trolley buses in Seattle.

E. E. Van Ness, chairman of the society's civic affairs committee, wants Senator Warren G. Magnuson to help dissuade the railroad from taking down its now-unused electric overheads. Van Ness cites the oil shortage and pollution from diesel locomotives as vital factors.

"In the light of the fossil fuel shortage," he writes, "which, whether contrived or not, is a harbinger of what we must face in the relatively near future, and the compounding problem of air pollution, the destruction of *any* facility which makes possible a highly efficient and clean alternative to the diesel locomotive is not just the railroad's business only but is very much against the public's best interests.

"Last September 8th we learned that this destruction had already begun, with crews working both east and west. from Easton, Wash., removing the conductor but, as yet, none of the messenger or supports. Fortunately, the work appears to be moving rather slowly, so that restoration would not be a major cost item. The Milwaukee's catenary consists of 656 miles. Demolition thus far does not seem to be in excess of more than 15 miles.

"Ironically, just shortly after the Milwaukee's decision to phase out its electric operation, Burlington Northern announced it was considering electrification because of the uncertain availability of fossil fuel. Other major railroads considering electrification of their lines include the Canadian Pacific, Southern Pacific, Union Pacific, and Southern."

Congressman Brock Adams, a Democrat from Washington, wants the Department of Transportation to study the possibility of electrifying railroads to ease the fuel shortage. In a speech for a National Freight Traffic Association meeting, Adams said that electrification was one possible alternative to scarce and expensive diesel fuel oil.

KOREAN PRESIDENT, Mr. Park Chung-hee officiated at the opening of Korean National Railroad's new electrification of its Gohan line. Construction of this 9.3-mile route through the heart of the T'aeback Mountains was a four-year, $6.8 million project that required more than a quarter-mile of new bridge construction and nearly four miles of tunneling. The Gohan line cuts the rail distance from Seoul to the east coast by more than 30 miles and passenger-train running time by 70 minutes.

Opening ceremonies were held at the mountain village of Chujon, with the president driving a gilded spike and snipping a ribbon. Then a train smashed through a big block of ice suspended across the track—an odd way of starting things off, you might say—and ran over the new line and through Chongam tunnel with passengers that included President Park and a railbook author, William D. Middleton, an American naval commander, CEC, USN, UN Command, U.S. Forces, Korea-ENJ, APO San Francisco, Calif. 936301, who sent us information and photos.

MINNESOTA Transportation Museum has completed overhead electrification of its one-mile line along the abandoned Como-Harriet right-of-way in Minneapolis and now its car 1300 is activated by trolley pole instead of from the four-wheel generator attached to the rear.

MTM has also obtained the historic Dan Patch Line motor 100, America's premier internal-combustion locomotive, now in its storage shop at Como. General Electric built the 100 in 1913 as a gas-electric motor for the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. This route was called the Dan Patch Line, being the only railway named for a racehorse. Col. Marion Savage, who owned the horse, controlled the rail line with a long name. At one time the 100 was sold to the Central Warehouse Co. Then it went to the Minneapolis, Anoka & Cyuna Range interurban line out of Minneapolis, where it ran as a freight trolley, having meanwhile been converted to electric operation. It is presently being worked on for museum trolley line service.

Because the Minnesota setup was a late starter in the museum field, it had difficulty in finding equipment. However, it has acquired a second passenger car body from former Duluth-Superior Railway car 265, originally built in the St. Paul shops of Twin City Rapid Transit along TCRT car-design lines. Well preserved over the years, it may be readied for operation in a year or so. Donations for this project should go to Trolley 265 Restoration Fund, Box 1300, Hopkins, Minn. 55343.

BUFFALO, N.Y., is gradually moving toward the establishment of a modern rapid transit line. The Outer Corridor of the proposed Buffalo-Amherst route would include a subway between the University of Buffalo's city campus and Eggert Road under revised routes unveiled by the Niagara Froniter Transportation Authority.

New plans, along with a series of rough cost estimates for the various alternate routes, were unveiled for about 160 persons attending a community forum. The outer corridor is the section of the line between UB's Buffalo campus and the new Amherst campus.

A GRANT of $4,456,872 by the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) has been made to the Massachusetts Bay Transportation Authority (MBTA) to assist in the structural rehabilitation of the Orange Line Elevated railway. This grant is essential for reliable and safe rapid transit service along one of Boston's busiest transit corridors. The structure was built in the early 1900's and carries over 76,000 passengers a day.

Elsewhere in Massachusetts, commuters from Boston's western suburbs should not expect to ride to work soon on a monorail, judging from the unenthusiastic reception given by Boston's transportation decisionmakers to the latest monorail proposal. So says Colin Stewart, staff writer of *The Christian Science Monitor*, who continues:

**In the weeks since publication of the proposal for a 28-mile elevated track in the right-of-way of the Massachusetts Turnpike, no state agency has expressed support (or much interest in the project.**

**In 1884 the Massachusetts Legislature authorized building of an early monorail time to connect Cambridge and Boston. Because of financial problems, the line was not built.**

**Chicago, Los Angles, and San Francisco have all considered—and rejected—monorails. with rejections from American cities, most monorails have been built in amusement parks. The 2.6-mile monorail in Florida's Disney World is the longest in the country and the longest in the world next to the eightmile Tokyo monorail.**

**If the Boston monorail proposal were accepted, its 28 miles would make it the world's longest.**

BERKSHIRE Street Railway ran north from Pittsfield, Mass., to Bennington, Vt., not to Great Barrington, as was stated in your review of O. R. Cummings' book on that subjust, writes Winslow Dwight, 12 Wildwood Rd., Marshfield, Mass. 02050. Incidentally, the book failed to mention the parlor car that the electric line once had in daily service.

PITTSBURGH, Pa., is being offered various plans for its future mass transportation. We learn from Donald Slick of Oil City and Jim Cerny, Pittsburgh, of grandiose schemes for the area. Governor Shapp of Pennsylvania submitted a six-year master plan combining the elements of revitalized rail commuter service with traffic-free, light, rail rapid transit, local and express bus service, and full-scale rapid transit. This package, pegged at $308 million, would defer the controversial Skybus project now in very early construction stages.

William Hunt, Port Authority commissioner, and Congressman H. John Heinz III also offered plans. All of the new proposals stress the importance of rails. PAT's plans, however, still include Skybus and some busways in addition to a rapid transit line to Oakland, Pa., and rail service over some local railroad lines. Most plans would retain the South Hills trolleys. Even PAT, with its Skybus presumably running along two of these routes, apparently would keep the Library trolley line.

HOW MANY readers knew that John Philip Sousa, "the March King," dedicated a piece of music to a street railway executive and his employes? *The Michigan Railfan* tells us that this Sousa march honored Thomas E. Mitten, then head of the Philadelphia Rapid Transit Co., which took riders to and from band concerts at suburban Willow Grove Park. Entitled *March of the Mitten Men*, it never attained much popularity, but was revived last August 12th when the Detroit Concert Band, directed by Dr. Leonard B. Smith, performed it in a concert at Michigan State Fair grounds.

EXCAVATIONS for Mexico City's subway provided archeologists with a bonanza of Aztec artifacts. Watched closely by archeological recovery teams, workmen unearthed painted sculptures, bones, 40 tons of ceramic fragments, 380 burials, and even a small temple. Visitors can see the temple. It was left in place as the centerpiece of one subway station.

BAY AREA Rapid Transit equipment shows no indication of structural inadequacy, writes K.W. Tantlinger of Rohr Industries, Inc., Chula Vista, Calif., rebutting what he terms a "false and irresponsible" statement by George E. Horn in our October '73 issue.

The Rohr spokesman points out that a head-on collision at 35 miles per hour on Nov. 2, 1971, due to an operator's error, did not deform the car structure in any way. In that accident, two 60,000-pound cars, coupled together with brakes locked while parked in the station, were hit so hard by the moving two-car, 120,000-pound, train that the inactive train was skidded 60 feet from its original parked position. Even so, damage was confined to the fiber-glass-reinforced polyester cab and energy-absorbing strut that connected the anti-climber and the truck bolster. The bodily structure survived unscathed on all four cars! Not a single repair or modification to that structure has been necessary or even suggested.

Confirming the quality of BART equipment comes news that an order for 100 additional rail transit cars from Rohr Industries has been approved by BART directors. These cars, valued at $39 million, bring to 450 the numebr of modern transit vehicles BART has ordered from Rohr since 1969, at a total cost exceeding $143 million. While this new order was being announced, the 250th and final car of the initial 1969 order rolled off the production line at Rohr's Chula Vista plant.

Production is continuing on the next group of 100 cars under a contract awarded in 1972. The action taken for a second group of 100 BART cars will extend production into mid-1975. Rohr also has a $91.6 million contract for 300 cars for the Washington, D.C., "Metro" system. These are being built in Winder, Georgia.

SUBWAYS are "a singularly dehumanizing mode of transportation," according to Tom Dawes, writing for the *Toronto Sunday Sun*, as follows:

**Most subway travelers have difficulty retaining some semblance of dignity when packed in compartments like sardines, buffeted in all train, disgorged at their destination like captive ants from a matchbox, then forced to meet the oncoming throng like salmon fighting their way upstream.**

**Even at quiet times the subway rider feels strangely compelled to disguise his or her individuality. Each working day more or less the same people travel on the same train at point at about the same time. However, instead of exchanging greetings or attempting to get to know one another, they bury their noses in paperback novels and newpapers, or pretend to be asleep...**

**The few brave souls who venture to make contact with their fellow passengers, either visually or vocally, find themselves rebuffed in no uncertain fashion.**

## Austin Transit Study

A FEASIBILITY study for a proposed rapid transit system in Austin, capital of Texas, has been prepared by Lyndon Henry of the Texas Association for Public Transportation, 2408 Ware Road, Austin 78741. It advocates a 19-mile rail line running generally north-south through the city, underground in the downtown area for two miles, then four miles elevated, and the other 13 miles at grade. To serve east-west portions of the city several light rail lines would be built as feeders to the subway. These would be of the limited tramway type, using equipment similar to that now being built for Boston and San Francisco.

In determining that a duo-rail system with flanged wheels would be best, alternatives were looked into and rejected. These included express buses, monorails, railbuses, "people-movers"

(including Skybus), rubber-tired trains, and air-cushioned vehicles on tracks. Bus systems, it was found, are not desirable, although only a busway would be directly comparable in terms of routing and capacity. However, an analysis of a projected busway indicates that operating costs would be 47.1 percent more than for rail, while total annualized expenses, including capital cost, sinking fund, and interest payments would exceed rail expenses by 27.6 percent.

Furthermore, a busway would have environmental objections such as air pollution and noise. Passenger comfort levels and travel speeds would be less than for rail, hence fewer riders. The bus is economical only on free public streets, where it is too slow to attract more than the necessary patronage. If a capital investment in roadway is involved, rail operation becomes cheaper. For example, when Philadelphia's light rail transit line to Ardmore, Pa., was replaced in 1967 by a busway, operating costs rose 11 percent; travel time incresed 17 percent, and patronage declined 15 percent.

Personal rapid transit, or people-movers, utilizes small-capacity cars, usually rubber-tired, running on individual guideways under completely automatic control. Originally, a primary goal of PRT developers was to lower construction costs by reducing structural requirements through the use of lightweight vehicles. This does not seem to have worked out in practice, however.

The estimated cost of Pittsburgh's dubious Skybus proposal—28 passenger electric cars running on concrete guideways at up to 50 miles per hour —has been stated at about $17.05 million per mile. This compares with BART's overall cost of about $18 million per mile, for a system designed to provide 80 mph rapid-rail service. Morgantown, W. Va., PRT system is costing $25 million per mile for a 30 mile per hour movement capability.

Comparison of costs of the Airtrans system for the Greater Southwest Regional Airport between Dallas and Fort Worth, and those of the rail system proposed for Austin indicate that line construction cost of the PRT system would be about three times those of rail transit.

Monorail, the survey points out, was rejected as a possibility for BART. The prevalent trend in engineering attitues towards monorail systems have been summarized by the eminent rapid transit consultant, Louis T. Klauder, in the context of reviewing various modes: "We shall also eliminate the Monorail concepts—both suspended and straddle types—because it is now generally agreed that their greatest appeal is as a 'space age' novelty for the public. In reality, they are complex, expensive, slow, inflexible, and of limited capacity. This is not to imply that they are of no value but rather that they are more appropriate for short, simple point-to-point service such as from an airport parking lot to the main terminal."

Another exotic transit possibility that has risen to prominence in recent years, according to the Austin study, is the Tracked Air Cushion Vehicle, or TACV. In this system, an aerodynamically designed car rests on a cushion of pressurized air that virtually eliminates the friction of wheeled systems. Advantages claimed for the system are reduced friction, high travel speeds, and lower guideway costs. Reduced maintenance costs are envisaged as a consequence. The system is highly experimental. Its feasibility is far from demonstrated.

Further details may be found in the 106-page booklet entitled *Cartrains: High-Speed Transit for the Texas Capital*, from the publisher, Rail Foundation, 417 New Jersey Ave., S.E., Washington, D.C. 20003; but as the price is $20 a copy we don't anticiate a stampede of fans to buy it.

## New Electric Publications

**LAST DECADE OF BUFFALO TROLLEYS, a 24-page book, 8½x11" with stapled binding, includes many photos of two car types used in the 1950s, the nearside and the Peter Witt. There is also a description of the routes operated in those years, with views along each route. Likewise some snow scenes, an item on Lockport freight service, and a 1941 map. It is available from the publishers, NRHS Buffalo Chapter, 415 E. Unoin St., Lockport, N.Y. 14084, for $2.95.**

**Twenty-five years after their abandionment, an 8-page illustrated story of the Victoria, B.C. trolley lines appeared in the Sept. '73 issue of Canadian Rail, monthly publication of the Canadian Railroad Historical Assn., P.O. Box 22, Station B, Montreal, Que., Canada. Written by John E. Hoffmeister, it traces the rise and decline of this isolated segment of the British Columbia Electric. The BCE operated a good streetcar system and 22-mile interurban line Victoria, capital of B.C. located on Vancouver Island, some distance from Vancouver. The same issue also contains a 14-page story of Craig Terminal, a once-busy streetcar terminus in downtown Montreal. Annual subcriptions to Canadian Rail cost $8.00.**

**THIRD RAILS, PANTOGRAPHS AND TROLLEY POLES (Albany-Hudson Fast Line), by William R. Gordon, 112 pages, 8½x11", with soft/hard covers may be had for $7.95, or paperback $4.95, from the author at 232 Beresford RD., Rochester, N.Y. 14610. The book's title could refer to several U.S. traction lines using three different types of electical contact. The Albany-Hudson line was primarily a third-rail route using overhead trolleys only in locations where it traversed city streets. Eventually, pantographs replaced trolley poles on some equipment, making it easier to change over from third-rail to overhead. The third-rail of this line was unprotected and the right-of-way was not fenced in, hence it took a sizeable toll of stray dogs and animals, even a few humans.**

**This book has more continuity than earlier Gordon works. The text is quite readable, although the major portion of the book consists of a vast number of photos of the interurban cars and, the little, old, city cars that ran in Hudson, N.Y. There is a detailed account of head-on crashes that occurred in the interurban's operation from 1900 to 1929; also a roster, three maps, and several facsimilies of old timetables and tickets.** ●

**To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.**

**Halton County Radial Ry. scene at car barn Oct. 20, '73 during annual meeting of Association of Railway Museums. Museum line is near Rockwood, Ont.**
Photograph by Stephen D. Maguire

# HOBBY CLUB

**conducted by Sy Reich**

As THE U.S. approaches its Bicentennial birthday in two years, and the 150th anniversary of the Baltimore & Ohio in 1977, the B&O/C&O plans to renovate the famed B&O Transportation Museum in the old Mt. Clare Station, Baltimore, Md., comes as welcome news to all railfans.

Hays T. Watkins, system president and chief executive officer, says nearly $1 million will be invested to spruce up the museum. Its massive, two-tiered, slate roof will be repaired, windows and doors fixed, and the place painted, all at the railway's expense. Most of the work will be finished in 1974. Proud of the one-of-a-kind historical attraction in Baltimore, Mayor William D. Schaefer has designated the neighborhood adjacent to the building as Museum District. To improve the use and appearance of approaches to the museum, the city will convert the existing street-lights to the new extra-bright, high-intensity, sodium vapor, lighting system.

Among the museum's prized exhibits are the engine *Tom Thumb* (actually a recreation built from original plans); the *William Mason*, prototype of all such steam locos to follow; No. 51, the first diesel streamliner; a Davis Camelback; a "grasshopper" Atlantic type, the *Lafayette*, first B&O engine with a horizontal boiler, and the *Memnon*, a woodburner which saw extensive Civil War service. Mt. Clare Station was the site of the first telegraph message, sent by Samuel F. B. Morse in 1844. The museum, at Pratt and Poppleton Streets, is open Wednesday through Sunday, 10 a.m. to 4 p.m., throughout the year. Admission is $1 for adults, 50 cents for children 6 to 16.

Lew Pardee and his NRHS, still basking in the glow of their successful New Orleans convention, will give their hearts to San Francisco this year, with the Central Coast Chapter as host to the annual meeting from August 29th to September second. Already the Central Coast boys are working hard to make this gathering of the clan one of the best yet. Convention headquarters in the San Francisco Hotel is conveniently located at the Civic Center BART station. Trips are planned for the Roaring Camp & Big Trees 3-foot gage, Castro Point Railroad of Pacific Locomotive Assn., Sierra Railroad, Bay Area Electric Railroad Assn., and naturally cable-car rides and tours of San Francisco's Muni line. There will even be bus tours to other points of interest.

George Pins, a private car operator, and the New York Chapter of the Railroad Enthusiasts, offer an interesting and romantic way of taking in the 1974 Mardi Gras in New Orleans. The former Pullmans *Clover Colony* and *Eugene Field*, together with ex-Pennsy business car 120, the *Pennsylvania*, will travel to and from New Orleans attached to Southern Railway's famed *Southern Crescent*. They will leave Washington, D.C., on Saturday, Feb. 23rd at 7:20 p.m. and reach New Orleans the next day. From Feb. 24th to March first the cars will be parked at Union Station, serving as a hotel. The return trip will be made on March first, overnight. Fares begin at $400 and include most meals.

The *Eugene Field*, pride of the New York Chapter, is a lightweight bedroom-lounge car and *Clover Colony* is a heavyweight, 8-section, 5-double-bedroom car. The *Pennsylvania*, owned by Pins, was once the Pennsy's flagship car. For details contact George Pins, trip chairman, Suite 2612, Empire State Bldg., New York, N.Y. 10001, or call 212/695-8780. Mel Ost, chairman NY Chapter, reports that if the trip sells out, as he expects it well might, there could very well be a second trip sometime in early spring.

For several years the Canadian Department of Energy, Mines, and Resources were engaged in producing a definitive map of the nation's railways, large and small. Assisting this project were members of the Canadian Railroad Historical Assn. These two new maps, one for eastern and the other for western Canada, have been issued in both English and French and form part of the *National Atlas of Canada*. The new maps show both the railways and canals of Canada and are quite accurate. Canadian National is shown in red, CP Rail in blue. Other railways are black with abbreviations of their names.

These are ideal for railfans; but rail historians are somewhat at a disadvantage, since former lines, now relocated or abandoned, have been omitted. However, as CRHA's newsletter *Canadian Rail* points out, for general purposes these new maps of Canada are most informative and useful. Contact CRHA Publications, P.O. Box 148, Saint-Constant, Que., Canada.

As editor of *Transit Postmark Collector*, I want to borrow or buy early copies of our magazine, which was started in July, 1942, by the late William G. Koelln of Jackson Heights, N.Y.—H. E. Rankin, Box 75, Paisley, Fla. 32767.

Following the arrival last summer of the old Denver & Intermountain caboose 902 from where it had been brought from a scrap yard, the Colorado Railroad Museum has no immediate plans, for the first time in 15 years, of adding further rolling stock. They now have on display at Golden, a suburb of Denver, 53 engines and cars in three gages, half of them narrow gage. The standard-gage waycar, built in 1924 at the Denver Tramway shops, is a relic of the interurban line that used to come through Lakewood to Golden. It usually trailed two electric locos on daily runs, the last of which was on March 14, 1953, nearly three years after passenger service had ended.

The old rocking-chair will never claim retired Illinois Central engineer Dallas McKeown of La Salle, Ill., 84-years young and still busier than a young tallowpot tossing in diamonds on a leaky old Mogul climbing a grade. Six La Salle veterans organizations recently co-sponsored a testimonial dinner honoring the old hogger for his time and effort in aiding these local units. Dallas piloted IC steamers for most of his 47-year rail career, which began in 1913. He pulled the campaign train through Illinois in 1936 for GOP veep candidate Frank Knox. He also recalls pulling the John Philip Sousa Band special, many famed circus trains, and other specials.

West Jersey Chapter of NRHS has published a 32-page booklet on the Philadelphia, Marlton & Medford Railroad, 1881-1931, well written and with interesting pix, selling at $2. Write the Chapter, Box 101, Oaklyn, N.J. 08107.

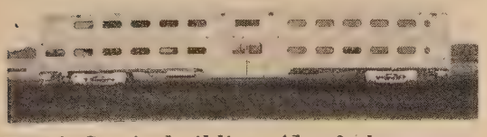
Based on the Pierre Berton books, *The National Dream*, eight one-hour weekly installments dramatizing the building of Canadian Pacific will be seen in Canada this coming spring as a Canadian Broadcasting Co. color television production. To make the story as authentic as possible, CBC had the cooperation of the CP and Canadian rail historical and technical groups. CP Rail worked closely with the TV crews in supplying equipment and rolling stock and allowing many film sequences to be shot on their lines and property. It should make good watching for all of us.

Puget Sound Railway Historical Assn. rolling stock inventory has increased with the acquisition of three flatcars and a hack. The museum at Snoqualmie, Wash., got the flatcars from Lee Paper Co., of Everett, and the waycar from Weyerhausers' White River Mill. PSRHA says it is one of the shortest 8-wheel vans ever built, and a real conversational piece.

For several years now, the Swindon Works of British Rail have been making fine, cast-metal, scale model locos. Railfans flock around to buy them. The series consists of Castle and King classes steam engines and diesel-hydraulic locos of classes 42 and 52. Latest addition is the Great Western Railway's *North Star,* which no doubt will prove as popular as the others. First a wooden pattern is made, and from it a mould is cast in metal. Production then proceeds according to requirements. The models are about 15" long and cost £8.80 each. Contact H. R. Roberts, Works Manager, BREL, Swindon Works, Swindon SN2 5 BW, England.

Douglas N. Smith, 135 War Memorial House, Acadia U., Wolfville, N.S., Canada, needs colored slides of Boston & Maine steam, diesel passenger and freight trains, and depots.

Two Nashville, Tenn., locations rich in the history and development of Louisville & Nashville and predecessor lines have been pinpointed with markers by the Historical Commission of Nashville and Davidson County. Just north of the crossing of L&N's mainline and Fourth Avenue South stands marker No. 41, where on Dec. 27, 1850, the first steam loco of the newly-built Nashville & Chattanooga was placed on rails to begin the city's initial rail operation. The engine *Tennessee* had been shipped from the east by riverboat, then was dragged through the streets of downtown Nashville before her historic trial run of one mile. Marker 42 stands on Broad just west of 10th Street, directly in front of Union Station, which L&N and the Nashville, Chattanooga & St. Louis built at the turn of the century. The depot was opened for train service in October, 1900.



**Budd Co. is building 41 of these cars for the Milwaukee Road suburban use.**

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# BOOKS of the RAILS

by GORTON T. H. WILBUR

**STEAM LOCOMOTIVE BUILDERS' CATALOGUES, hard and soft covers, photos, dimensions, rosters, text matter; Speciality Press, Inc., Box 2187, Ocean, N.J. 07712.**

These reference books should be on the shelves of all steam fans and rail historians. They illustrate important periods and developments in locomotive history. Many reproductions are from the only known examples of originals. The catalogues are: *American Locomotive Co., USRA (U.S. Railroad Administration) Locomotives 1919,* 36 pages, 9x6", soft cover, $2; *Alco Rotary Plow, 1909,* 28 pages, 9x6", soft cover, $2; *Baldwin Locomotive Works Logging Locomotives, 1913,* 60 pages, 9x6", soft cover, $3; *Baldwin Locomotive Works Narrow-Gauge Locomotives, 1872-'76,* 56 pages, 5¼x8", $3, hard cover, $5; *Baldwin Locomotive Works Vauclain Compounds 1900,* 92 pages, 6x9", soft cover, $4; hard cover, $6.50.

**HETCH HETCHY AND ITS DAM RAILROAD, by Ted Wurm, hard cover, 300 pages, 8½x11", photos, maps, rosters; Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $13.50.**

San Francisco, after the 1906 earthquake and fire, realizing the necessity of assuring its future water supply, decided to bring the water 150 miles from the Hetch Hetchy Valley in the Sierras. This meant building dams, tunnels, powerhouses, and penstocks. Thus, on the scene came the 68-mile Hetch Hetchy Railroad. Ted Wurm, no stranger to our readers, tells in fascinating text and pix the story of this line and the high adventures of men and machinery tackling and completing this awesome engineering project that took 20 years to build and cost $100 million. Ted relates that Shays and Heislers plus other power made this line go, and left such a lasting impression. Besides being an occasionable contributor to *Railway Magazine,* the author is one of our *Interesting Railfans.*

**THE TWILIGHT OF WORLD STEAM, by Mike Eagleson and Ron Ziel, hard cover, 304 pages, 8½x11", photos, test; Grosset & Dunlap, New York City, $14.95.**

Mike and Ron, two of our *Interesting Railfans,* are widely known and respected by buffs, particularly steam buffs, who like their favorite subject handsomely illustrated and written about in an accurate and entertaining way. These paragons of steam knowledge have done well in portraying coalburners, woodburners, and oilburners from coast to coast in North America and from Austria to Australia and numerous other places in text and in high-quality pictures. The book is a real asset for long winter evenings and beyond. Mike's not inconsiderable share in the job is dedicated to his wife, Naomi, who companioned him on steam-chasing treks throughout the world. Ron's part of the *Twilight* is dedicated to his mother.

**36 MILES OF TROUBLE, by Victor Morse, revised edition, soft cover, 43 pages, 5½x8½", text photos, maps, timetables, etc.; The Stephen Greene Press, Brattleboro, Vt. 05301, $2.95.**

New England railfans who missed the first edition of the colorful little West River R.R. have a second chance to pick one up. Not too many changes have been made from the first one in 1959. It's the time-honored story of a line, originally Brattleboro & Whitehall, starting out in 1879, full of hope and promise but never achieving its initial purpose.

**TRAIN SHED CYCLOPEDIA NO. 7: Buildings and Structures of American railroads, 1893 (Part 1), 80 pages, 8¼x11½", reprinted from original edition, scale drawings ,photos, test matter, specifications. Newton K. Gregg, P.O. Box 868, Novato, Calif. 94947, $3.95.**

**TRAIN SHED CYCLOPEDIA NO. 9: War and Standard Locomotives and Cars (1919), 88 pages, 8¼x11", reprinted from original editions, scale drawings, photos, rosters; Newton K. Gregg, $4.50.**

**TRAIN SHED CYCLOPEDIA NO. 10: Rail Motor Cars of the 1930's, 88 pages, 8¼x11", reprinted from original editions, scale drawings, photos, text matter, specifications; Newton K. Gregg, $4.50.**

**WORLD LOCOMOTIVE MODELS, by George Dow, hard cover, 168 pages, 8½x10", photos, text, Arco Publishing Co., Inc., New York City, 10003, $15.**

Model locomotive building is almost as old as the railfan movement. George Dow, president of the Historical Model Railway Society, beginning with an 1804 model, presents 252 excellent monochrome illustrations and 16 color plates of model locos, steam, diesel and electric throughout the world.

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The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

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| RAILBOOK BIBLIOGRAPHY, by Hudson | $ 5.00 | ($ 4.75) |
| STATIONS WEST, by Culp | $12.95 | ($12.35) |
| WESTCHESTER'S FORGOTTEN RY., by Roger Arcara | $ 5.95 | ($ 5.65) |
| TWILIGHT OF WORLD STEAM, by Eagleson and Ziel | $14.95 | ($14.20) |
| NARROW GAUGE RYS. OF CANADA, by Lavallee | $11.95 | ($11.35) |
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**LOCOMOTIVE SLIDES,** roster/action, send $1 for catalog and two sample slides. You will automatically be put on our mailing list.—The Rail Image, Dept. L3, P.O. Box 289, Denville, N.J. 07834.

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BUYING old timetables, books, passes, Off. Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Ill. 60091.

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SELLING my large collection railroad books; no lists. Write me your specific wants for price quotation. Will buy and trade.—Bookman, Box 6454, Cleveland. Ohio 44101.

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CMSP&P ELECTRICS, Krauss-Maffei hydraulics, SP&S, FA's, pre-Amtrak varnish and other gone-but-not-forgotten trains roll again in duplicate slide sets from Northwest Rail Images, 4891 Donald St., Eugene, Ore. 97405; 25¢ brings list and sample.

CHILDREN'S STORYBOOK, 28 pages to color: "Steamy," tells about the Narrow Gauge Cumbres Toltec Scenic Railroad between Colorado and New Mexico. $1.75. David Ulmer, 1407 Holmes Drive, Colorado Springs, Colo. 80909.

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NEGATIVES and railway sound records for sale, both steam and juice; lists for 50¢ (refundable). Please specify interest.—Frank Bednar, P.O. Box 695, Stamford, Conn. 06901.

JOHN WEBER, 7556 Rome Oriskany Rd., Rome, N.Y. 13440, sells 35mm color 20-slide set "Northeast Steam in the 60's and 70's." Send SSE for description, price.

WANTED: Pre-1950 SP LA Division employees' timetables and special instructions.—R.A. Smith, 215-H East Live Oak St., San Gabriel, Calif. 91776.

RMS has men's and women's railroad jewelry, including beautiful steeple-cab electric locomotive as tie bar, scatter pin ($2.95 each), all available in either gold or silver finish. Send $1 (refundable) for handy catalog to Replica Mail Specialties, P.O. Box 2820, Grand Central Station, New York, N.Y. 10017, Dept. R-3a.

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STEAM PHOTOS of many roads, Class I, short line, and Industrial, including SP, NP, DM&LR, B&O, WM, many others, size 5x7; list 20¢. Wm. Hoffman 2nd, 326 S. East Ave., Baltimore, Md. 21224.

AL HALE, 41 Woodcliffe Rd., Lexington, Mass. 02173, wants negatives, prints Boston & Maine and Maine Central steam locomotives, trains. Write, giving price.

WILL PAY CASH for ICS or Railway Educational Bureau Course on steam locomotives. Please state the name of the course and price wanted. —Ray Templeton, 30 Welland Ave., Irvington, N.J. 07111.

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AL CONRAD, 96 Buckhaven Hill, Upper Saddle River, N.J. 07458, buys good 35mm diesel action slides of Erie, DL&W, EL, UTR, D&H, Milw. Rd., B&O, Clinch., BN.

TRADE ORIGINAL diesel slides from Central Illinois area, including BN, RI, and others, for those in your area.—Barnard Almquist, Box 242, Alton, Ill. 61414.

THIS RAILROAD fan also has great love for one automobile, the Tucker, built in 1948. There are a few of these unaccounted for. One Tucker, part of which is in Pa., was allegedly hit by train many years ago. If any railfan has any info on this or any Tucker, please write Joe Walker, Box 1257, Witchita, Kan. 67201.

TRADE ORIGINAL Kodak slides of diesels of SP, WP, UP, ATSF, California short lines, and also limited BN and Mexican roads, for those of the Southern states, including Texas, and the Pacific Northwest.—Peter Arnold, 310 Harbor View, Pismo Beach, Calif. 93449.

ACTION PHOTOS, mostly New England lines, all contemporary diesel, $4. for set of five 5x7 black and white prints, incl. B&M, MEC, CV, BAR, PC (B&A). Send SSE for complete list.—Steve Brayton, 28 Brook St., Wollaston, Mass. 02170.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

FIRE TRUCKS. Original 35mm Kodachrome slides for sale on approval. Custom units include American-LaFrance, Howe, Van Pelt, Maxim, Seagrave. Commercial chassis models include 1937 Chevrolet, 1938 Ford. Models from the 1940s through 1970s include White, FWD, International, GMC, Ford, Mack, Dodge, Federal.—Wes Hammond, 1145 Bedford, Fremont, Ca. 94538.

WANTED: 10x8" print of Erie 2960 462, Public Service (N.J.) 782, Pittsburgh, Mars & Butler 304, Chicago Railways 400. Each will be framed. Write Carl Wieland, Box 125, Newark, Del. 19711 or phone 302-737-6549.

THE RAILROADER, published bi-monthly with the next issue to be Jan. 1974. Single copy by mail 45¢, 4 issues by mail $1.60, one year $2.40. Want ads 5¢ a word, including name and address. Please make all checks out to Oscar Hudson, 4760 N. Durfee St., El Monte, Calif. 91732.

FOR SALE: original color slides of CNR, CPR, and TH&B diesels; also station slides from the same roads, taken in southwestern Ontario, price 50¢ each. Send self-addressed-envelope to Slides, P.O. Box 5849, Terminal "A", Toronto, Ont., Canada.

THIRD RAILS, Pantographs, & Trolley Poles: Albany Hudson "Fast Line" Albany Southern, Eastern New York Utilities. 600-volt third-rail uncovered. Cars 60-62 had everything. See them later on Fonda, Johnstown & Gloversville in "Trolleys Down the Mohawk Valley," $4.95. Later on Portland Oregon Traction lines. Four freight locomotives, city cars in Hudson, roster, maps, 165 photos, 120 pages 8½x11, hard covers $6.95, $4.95.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

1974 D&RGW NARROW GAUGE calendar featuring six pen-and-ink sketches of locomotives, 11x17, $2.25 postpaid.—Green Gables Sketches, 66 Marble Circle, Golden, Colo. 80401.

BUYING, selling all kinds of railroadiana: timetables, guides, brochures, all rail magazines. Send 8¢ stamp for listing of items for sale.—Dave Nestle, R.D. #2, Greenwich, N.Y. 12834.

RAILROADIANA collectors, send large SSE (two 8¢ stmps) for giant lists of switch locks, keys, lanterns, cap badges, etc. I am also a cash buyer of railroadiana. Price and describe. —Neil Utberg, Box 420, Edinburg, Texas 78539.

RAIL FILM MONTHLY: Photo locations, negatives and original slides of diesels, steam, traction, and mainline electrics listed to buy, sell, or trade. Send 75¢ to Box 4676, San Francisco, Calif. 94103.

NEGATIVE EXCHANGE, Box 623, Don Mills, Ont., M3C2T6 Canada, buys, sells, trades negs. of steam locos., m. of w. cars and eqpt., electrics, books, stations. List 25¢ (refundable).

TRADE ORIGINAL 35mm slides, SOO, CNW, GBW, BN, for Southeastern, Southwestern, New England, U.S., esp. SCL, Southern, ATSF, MKT, MP.—Dave Kimmel, 458 Martins Lane, Evansville, Ind. 47715.

ORIGINAL COLOR SLIDES of electric traction systems in the U.S., Canada, Mexico, Europe, and Australia. Over 50,000 transparencies in stock. 3 samples of our choice for $1.25 and #10 SSE.—Traction Slides International, P.O. Box 123, Dept. R1, Bank Plaza Station, Merrick, N.Y. 11566.

COLOR POSTCARDS: steam, diesel, electric, trolley, and trackless trolley. List and sample 15¢. Also New England Railroad calendar for

1974, $2.30 each. John F. Keavy, Jr., P.O. Box 214, South Station, Fall River, Mass. 02724.

COLORADO MIDLAND items wanted: passes, buttons, timetables, keys, locks, dining-car items, operating forms, lanterns, etc.—L. Schrenk, 3420 Downers Dr., N.E., Minneapolis, Minn. 55418.

WANTED: February 1934 "Railroad Stories" in good condition.—Donald Ebeling, R. 2, Colby, Wis. 54421.

PENNSYLVANIA RAILROAD rare 28 by 28¾ size beautiful color photo train yearly calendars, excellent condition. 1940 complete calendar for $50. 1932, 1933, 1934, 1935, 1936, 1937, 1939 each $20. Postage $2. Mailed flat only. New York Central system passenger train brakeman complete uniform, excellent condition, $45 prepaid.—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells original color slides, b&w prints, b&w negatives of pre-Amtrak and Amtrak diesels, baggage cars, coaches, Pullmans, diners, Official cars. List free, SSE.

PASSENGER CAR color slides wanted, U.S. Canada, Mexico. Will trade diesel color slides for them, or will buy. Send on approval, Prompt answers.—O.H. Borsum, 426 Woodland Circle, Lynchburg, Va. 24502.

STEAM ROSTERS and railroads histories. By subscription, four issues $3. Alltime C&O and Frisco steam rosters $8. each.—Midwest Railroader, Box 663, Fremont, Ohio 43420.

COLLECTION FOR SALE: Slides, negs. and pix, steam and Diesel; Official Guides, bell, models, tts.; and other items, approx. 20,000 items SSE. —Dennis Conniff, P.O. Box 123, Nashville, Tenn. 37202.

BOOK SEARCHING SERVICE: It's possible to locate almost any book, pamphlet, guide, catalog, periodical, timetable, history, etc.—Book Stoar, 1111 Colcord, Waco, Texas.

NEGATIVE COLLECTIONS WANTED: Also steam and diesel negatives on sale on approval basis. No list, state wants. SSE.—Bob Yanosey, 40 Hendel Ave., North Arlington, N.J. 07032.

RAILROAD POSTCARDS, narrow and standard gauge, mostly out of print. Never before offered by mail. SSE for list.—A. Dunton, 1400 Ash Dr., Ft. Collins, Colo. 80521.

TRACTION MOVIES in regular 8mm, 48 black-and-white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kansas 67601.

ONTARIO NORTHLAND RAILWAY story in 25,000 word typescript: 15 maps, over 40 b&w pictures, index, bibliography, 165 pages, 8½x11, card covers with artwork, plastic binding, $7.50 postpaid.—R.D. Tennant, Box 997, Armdale Pt1. Station, Halifax, Nova Scotia, Canada.

ERIE STEAM scene color print from a Bob Lorenz original. Limited edition, signed and numbered, overall size 16x20. $5.—Midwest Railroader, Box 663, Fremont, Ohio 43420.

FOR SALE: November 1945 Official Guide, good condition, best offer over $20; also size 116 Amtrak negatives.—Richard Anderson, 334 S. Prindle, Arlington Heights, Ill. 60004.

RAILROAD AUCTION: Send two 8¢ stamps for bid list. Many railroad lanterns and other railroad items to be sold.—M.L. Scholl, Sugar Grove, N.C. 28679.

1974 New England railroad calendar featuring nine steam, three diesel, and one doodlebug. This wall calendar opens to a giant 11x17" and is available now for $2.30 postpaid. Send for free three-page catalog.—Comet Films, Box 8741, Boston, Mass. 02114.

F. CLAYTON SNYDER, 6633 Drake, Lincolnwood, Ill. 60645, sells Xerox copies of handbooks for following makes of steam loco stokers: Standard, Duplex, Elvin, Street, Berkley, $7.50 per copy. Specify both make and model. Ask about foreign language editions, coal pusher books.

FOR SALE: lanterns, keys, locks, books, tts., emp. tts., magazines, pictures, RR stationary.—H.N. Sawyer, 610 Empire Blvd., Rochester, N.Y. 14609.

FOR SALE: books, including "Iron Horse", "Twilight Steam," "Steam in Sixties," "Yonder Comes the Train." Send SSE or list.—Kenneth A. Law, 108 Boston Post Rd., Madison, Conn. 06443.

NEW YORK CENTRAL and Pennsylvania Railroad heralds for sale, solid metal, painted, about ten inches across, $15 each.—Dept. R, 19215 Eldridge Lane, Southfield, Mich. 48076.

EXCELLENT QUALITY size 616 negatives for sale: diesel, electric, caboose, equipment, stations, PCC. Also 35mm slides. SSE.—Joe Quinn, Box 1044, Tillson, N.Y. 12486.

PUBLIC TIMETABLE BARGAINS: $9 worth of tts. only $4, or $17 worth only $8. Most early '60s, my selection, but nice variety.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells autographed copies of "Delaware & Hudson" (16.50); "Rutland Road" (11.50). Also list of railroad emblem jewelry for SSE.

FOR SALE: large steam locomotive bell, one of the last ones made; weighs 250 pounds, beautiful tone, perfect condition. $525.00 FOB my garage.—Frank Moses, 10114 Prospect, Chicago, Ill. 60643. (Phone: 312-238-6666).

CHAS. ALBI, 460 S. Marion St., Denver, Colo. 80209, buys tokens; especially Atlanta Transit, BC Hydro, Ft. Collins Municipal, Interborough Rapid Transit, Las Vegas Transit, Boston Elevated.

STOCK CERTIFICATES: large selection of 19th and 20th centuries, most with engraved railroad scenes, all in mint condition. Descriptions upon request.—Kenneth W. Rendell, Inc. 154-AA Wells Ave., Newton, Mass. 02159.

PETER JOHNSON, Box 2092 Loop Station, Minneapolis, Minn. 55402, the major Midwest collector, buys anything RR from Minn., Wis., Iowa, and the Dakotas. Send postcard for "want listing."

NEW YORK, WESTCHESTER & BOSTON $1,000 bonds, mint condition, supply limited, $5.50, mailed flat.—Lt. William B. Young, USN, VC-10, FBPO, Norfolk, Va. 23593.

CHICAGO GREAT WESTERN, Georgia, Illinois Central, New Haven, Western Pacific, and Norfolk & Western uniform buttons, 50¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

## Model Trading Post

W.E. SPAFFORD, 9511 Woodlawn, Portage, Mich. 49081, wants Pennline, Varney, Hobbyline, Lifelike standard, and streamline plastic passenger cars, or car parts: shells, floors, domes, doors, observation railings, etc., non-painted or road names. ●

## Coming Events

(No charge for listing in this section.)

Dec. 29: doubleheaded steam over Green Mt. R.R., Bellows Falls to Rutland, Vt.; ex-CPR 4-6-2's 1246 and 1278, coaches, open-air bag car; lv. Steamtown, Riverside, Vt., 9 a.m.; return 4 p.m.; seating capacity limited; $13.95. Contact Steamtown Foundation, P.O. Box 1, Bellows Falls, Vt. 05101; phone 802-463-3937.

Jan. 12, 19, 26; Feb. 2, 9, 16, 23: also March 2, 9, 16, 30; NRHS reserved space in ex-"Prospector" baggage-dorm-coach on a popular D&RGW ski train, Denver to Winter Park, Colo.; lv. Denver 7:35 a.m.; return 6 p.m.; $5 round trip. Contact Bob Richardson, Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401; or Kenton Forrest, Intermountain Chapter of NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217; or Tom Daniels, Colo. Midland Chapter of NRHS, P.O. Box 9161, Colorado Springs, Colo. 80909.

Jan. 19: Feb. 16: March 16: April 20: May 18: June 15: July 20, N.Y. Region, National Assn. of Timetable Collectors meets in New York's Penn Sta. YMCA, lower level, beginning 10 a.m.

Jan. 26: annual workshop meeting Railroad Enthusiasts, Inc., sponsored by Hartford Div., Burnside Methodist Church, East Hartford, Conn.

Feb. 16-24: 30th annual National Antiques Show, Madison Sq. Garden, New York City; railroad memorabilia.

March 23-24: 25th anniv. run of California Zephyr and Rio Grande Zephyr on D&RGW; lv. Denver, March 23, 7:30 a.m.; arrive Salt Lake City 9:30 p.m.; (over night) lv. 7 a.m., arrive Denver 9 p.m.; several Vistadome cars, full D&RGW diner; regular and family fares, hotel rates, etc.; info from Kenton Forrest, Intermountain Chapter of NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, or Bob Richardson, Colo. RR. Museum, P.O. Box 641, Golden, Colo. 80401, or Tom Daniels, Colo. Midland Chapter of NRHS, P.O. Box 9161, Colorado Springs, Colo. 80909. ●

March 30-31: 3rd annual Railroad Buffs Assn. wire n' rail convention, Philadelphia, Pa.; trackless and regular trolley trips, banquet. Contact Robt. Epstein, trip chairman, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 27: Steam in the Spring. Clinchfield's One-Spot over scenic mt. route and thru 32 tunnels, Elkhorn, Ky., to Kingsport, Tenn., and return; incl. box lunches, adults, $15.50; kids under twelve, $12. Write Bluegrass Model Railroad Club 1821 Gettysburg Rd., Lexington, Ky. 40504. ●

## Minnesota Roster Corrections

The line for unit 7902 of the Duluth, Winnipeg & Pacific in our Minnesota Short Lines roster (Nov. '73) should have been omitted. Note 19 should read: MT 100 was sold to Becker Sand & Gravel, renumbered 100 (6/25/70). MT 101 was sold to Preston W. Duffy, then to Montana Power Co., renumbered 101. MT 104 was sold to Neptune Terminals, renumbered 104 (asset number 106-067-4). MT 105 was sold to Becker Sand & Gravel, renumbered 105 (6/25/70). This information comes from Material Service Corp., Becker Sand & Gravel, American Aggregates Corp., Neptune Terminals Ltd., and the DW&P.—Sy Reich

## Statement of Ownership, Management, and Circulation

(Act of August 12, 1970: section, title 39, U.S. Code) (1) Title of publication, Railroad Magazine. (2) Date of filing November 5, 1973. (3) Frequency of issue, monthly. (4) Location of known office of publication, 420 Lexington Ave., New York, N.Y. 10017. (5) Location of the headquarters or general business offices of publishers, same. (6) Names and addresses of publisher, editor, and managing editor. Publisher, Popular Publications, Inc., same address. Editor, Freeman Hubbard, same address. Managing editor, none. (7) Owner, Popular Publications, Inc., same address; also Brookside Graphics and David Geller, both 227 N. 45th St., New York, N.Y. 10017. (8) Known bondholders, mortgages, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities, none. (9) For optional completion by publishers mailing at the regular rates. (Secton 132, 121 Postal Service Manual) Option signed by Harry Egner, publisher. (10) For completion by non-profit organizations authorized to mail at special rates, D.N.A.

(11) Extent and nature of circulation. Average number of copies each issue during preceding 12 months. (A) Total number of copies printed, 56,118. (B) Paid circulation: (1) Sales through dealers and carriers, street vendors, and counter sales, 23,191. (2) Mail subscriptions, 8,474. (C) Total paid circulation, 31,665. (D) Free distribution by mail, carrier, or other means. (1) Samples, complimentary, and other free copies, 621. (2) Copies distributed to news agents but not sold, 23,607. (E) Total distribution, 55,893. (F) Office use, left-over, unaccounted for, and spoiled after printing, 225. (G) Total, 56,118.

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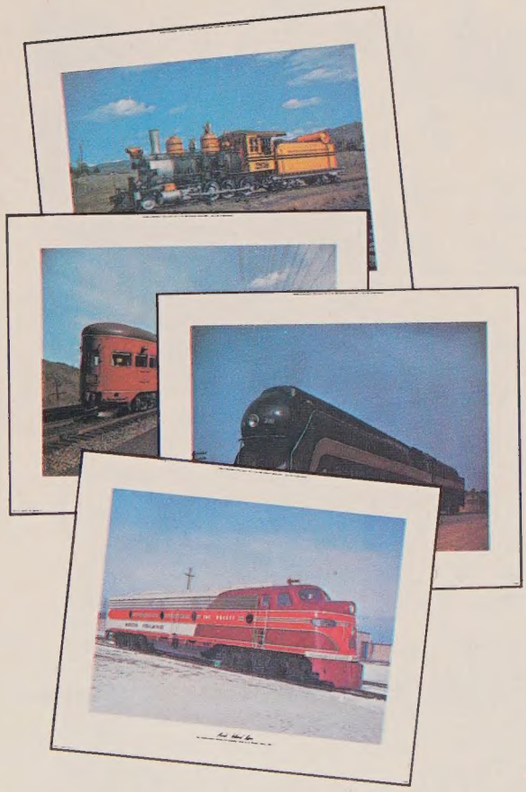

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